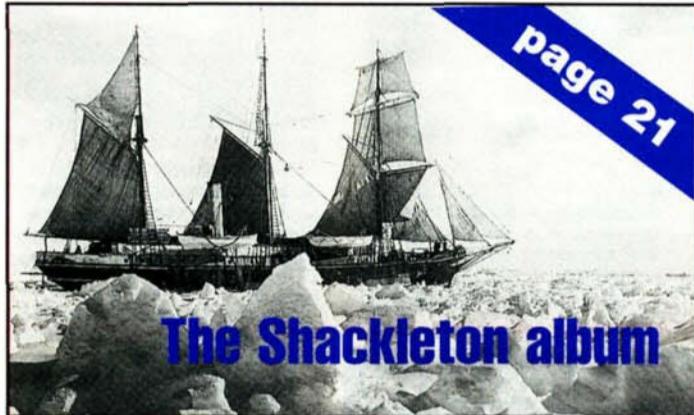


MARCH 1996 50p



The Shackleton album



**Pay: It's
3.5% in
stages**

PAY FOR the Armed Forces is to rise by an average of just under 3.5 per cent in an award staged over nine months.

The 3.2 to 3.8 per cent rises recommended by the Armed Forces Pay Review Body have been accepted by the Government. However, in line with other public sector awards, the Government has decided on staged payment – an increase of between 2.2 and 2.8 per cent being paid from April 1, with a further one per cent from December 1.

When the award is complete, Royal Navy captains will receive between £133.37 and £163.51 a day depending on seniority, while ABs will get £36.10 (Scale B) to £38.42 (Scale A).

Charges up

The rises will be offset to some degree by a similarly staged increase of between ten and 25 per cent in Service family quarters charges to bring them more into line with civilian equivalents.

Other recommendations by the AFPRB include provision for an X-factor pay rise from 11.5 to 12 per cent, although there will be no such increase for the Reserves.

And there will be a leap in the basic rate of pay for work of an objectionable nature (PWON) – from £2.29 a day to £4.

Rises in additional pay, diving and submarine pay, Long Service at Sea Bonus and separation allowance will be broadly in line – and staged – with the pay increase. The Reserve Forces length of service increment goes from 20p a day to 82p.

Frozen

In the case of separation allowance the 30-day qualifying period for the first year and the need to re-qualify annually have been removed.

London pay will be frozen with a view to ending it next year. However, the Review Body has recommended that the Ministry of Defence should submit proposals this year for an alternative system.

Food charges will rise by 1.3 per cent, and new charges for single accommodation – which have now been separated from family quarters charges – range from a reduction of £22 a year for Grade 4 charges to a rise of £44 for senior officers.

Senior salaries, medical and dental officers will be subject to separate recommendations.

SKILL REWARDS GIVEN GO-AHEAD



**Brazen saves
30 boat people**



Safe and sound . . . the two youngest of the Albanian boat people tuck into "nutty" and biscuits on board HMS Brazen, pictured above on Adriatic patrol by CPO(PHOT) Chris North.

HMS BRAZEN has rescued 30 Albanian boat people from a sinking craft in the Adriatic.

The Type 22 frigate's Lynx helicopter spotted a rigid inflatable adrift in bad weather 35 miles east of Brindisi.

"They were soaking wet and suffering from hypothermia and shock," Brazen's Flight Commander Lt Rhett Hatcher told Navy News.

"One of them spoke a little English and we discovered that three of their number had been lost overboard during the night after their engine had broken down 18 hours before."

"Their boat was breaking up underneath them and they were hand baling to keep afloat."

The survivors, who included two young women and two children aged two and five, were given dry clothing, hot food and drink and medication before being transferred to the Italian corvette Urania to be taken to Brindisi. It was believed that their boat had originally set out from Vlore in Albania.

HMS Brazen has been on patrol on NATO duties in the Adriatic with the Standing Naval Force Mediterranean followed by a training period in the Western Mediterranean.

ABOLITION of the Royal Navy's most junior rank, and flexible pay scales with more emphasis on rewards for skills are among the main recommendations which have been agreed following a wide-ranging review of the structure of the Services.

Discussion is continuing on many of the 151 recommendations made by Sir Michael Bett in his *Independent Review of the Armed Forces Manpower, Career and Remuneration Structures* – known as the Bett Review.

In a written answer to a Parliamentary question, Armed Forces Minister Nicholas Soames said a final announcement on the review recommendations would be made in the summer. However, con-

• Turn to back page

**Still value
for money**

RISING prices of paper mean that *Navy News* will cost you an extra 10p from next month – the first increase in the cover price for 15 months.

The newspaper of the Royal Navy still offers top value for money, as so many of our readers keep telling us.

And this year we are offering three free supplements with the main edition – spotlighting the new Clyde Naval Base (May); the RN-led Royal Tournament (July); and Naval aviation in the jet age (October).

• Subscription orders received before the end of this month will still be charged at the old rate of £12 for 12 issues or £33 for a three-year supply (overseas rates £15.50 and £39).

Homes of 10 senior officers reduced in status

THE HOMES of ten senior Naval officers are among those that have lost their status as official Service residences (OSRs) following the results of a study into representative entertainment in the Armed Forces.

In all, 30 Service residences have been dropped from the list of 75 OSRs while three have been added. Four more will go over the next 18 months as posts lapse.

The recommendations by Sir Peter Cazalet, who conducted the study, were accepted by the Ministry of Defence in May. Since then MOD has been working to implement them.

Staff cut

The OSRs that are being downgraded include a vice admiral's residence in Middlesex; the homes of three rear admirals and a commodore in Hampshire; those of a vice admiral, captain and commodore in Devon, and two commodores' homes in Scotland.

The three which have acquired OSR status include vice admirals' residences in Naples and Avon.

At the same time MOD has plans to more than halve the house staff available for senior officers, bringing the total number down from 234 to 108 over the next 12 months.

Most of the holders of the downgraded residences will remain in their homes but will not be eligible for entertainment allowance, refurbishment allowance or domestic staff.

Supplementary support for official entertaining will be met through contract or pooled arrangements. The need for such entertainment and the resources to support it will be kept under review.

New Comms Centre at Northwood

A NEW communications centre has been opened at Northwood in preparation for the new Permanent Joint HQ.

The Commcen was opened by Col. Bill Lash RM, Assistant Chief of Staff (Comms and IS Policy) to C-in-C Fleet. The centre will support the RN, RAF and NATO staffs at Northwood as well as units of the Fleet worldwide.

The Naval and RAF personnel who staff the facility will be joined by Army operators in April when the unit becomes tri-service.

'Gulf syndrome' probe ordered

A TEAM of medical experts have been commissioned by the Ministry of Defence to investigate the health of Gulf War veterans.

The wider research has been ordered amid the continuing concern by some personnel that their current illnesses are due to the effects of "Gulf War Syndrome".

Announcing the investigation, Armed Forces Minister Nicholas Soames said it would be carried out by eminent specialists in the fields of toxicology, immunology, tropical diseases, epidemiology and birth defects.

He said the experts agreed that so far there is no evidence to indicate the existence of a unique illness associated with service in the Gulf.

The next stage of research will find out whether there is a higher rate of illness among Gulf veterans and whether there is a greater prevalence of birth defects among their children. Results will be pub-

Brave rescue of four in catamaran

FOUR French people have been saved from their dismasted, drifting catamaran by the West Indies Guardship HMS Brave.

It was the fourth incident involving the Type 22 frigate since she began her Caribbean duties in December. As reported in last month's Navy News, the warship has already chalked up two drug busts totalling £110 million worth of narcotics, and the rescue of six Jamaican fishermen from almost certain death in their disabled craft.

Brave's latest emergency came when she picked up a distress message from the catamaran Sun France after a large wave had snapped the boat's mainmast in winds of 30 knots.

The crew of two men and two women from Bordeaux



HMS Brave's boat approaches the dismasted catamaran to save its French crew of four.

had tried to head for land using their engine, but it had not worked and they were adrift, battered by 20ft waves.

The distress message was

picked up by Brave's officer of the watch, Lt Mervyn Williams, who calculated that the helpless catamaran was only 20 miles away. The frigate was on the scene in

an hour and Lt Justin Boorman, a fluent French speaker, was transferred to the damaged boat to assist the crew.

Soon they were trans-

ferred to the frigate and the catamaran was taken in tow to the island of St Martin.

HMS Brave has also received recognition for earlier achievements – namely the Empress of India Rosebowl and the Fleet Close-Range Trophy. The first was awarded for Exocet non-firing assessments in 1994-95, and the latter for the best close-range teams, covered firings, drills and standards in 1995.

The Close-Range Trophy takes the form of an award of £250 for members of the close-range gunnery teams to buy individually engraved tankards.

Both awards were presented during his visit to the ship by Flag Officer Surface Flotilla, Vice Admiral John Brigstocke, president of the Gunnery Officers Association.

Faslane debut as major sea-exercise centre

CLYDE TAKES CONTROL

FOR THE first time in the history of Clyde Naval Base, warships and aircraft have been under the control of Faslane HQ in a major exercise off Scotland.

As Joint Maritime Course 961 began on February 19, more warships left Faslane together than ever before in the 30-year history of the base. In all, 17 surface ships, three submarines and up to 55 military aircraft were taking part in the two-week JMC.

In the past, courses have been conducted from Maritime HQ Pitreavie, but with the closure of Rosyth Naval Base and the transfer of Flag Officer Scotland, Northern England and Northern Ireland to Faslane, the three-year event will now be centred there.

Training staff

The exercise has been taking place in the Irish Sea, around the Hebrides and in sea training areas off Scotland's west coast. It was being controlled from Faslane's Maritime Operations Centre by the Joint Maritime Operational Training Staff (JMOTS) normally based at RAF Turnhouse, near Edinburgh.

Among the Royal Navy vessels taking part have been Type 42 destroyers HMS Glasgow and Nottingham, the Type 22s HMS Battleaxe, Campbelltown and Sheffield, the Type 23 HMS Monmouth, HM submarine Talent and the minehunters HM ships Atherstone, Quorn, Sandown and Walney.

Other NATO warships involved include a US destroyer, two Spanish frigates, and a Norwegian and a Danish submarine.

Command of the Naval forces fell to Capt Roger Ainsley embarked in Battleaxe.



Beaver goes back on the straight and narrow

HMS Beaver chops off miles as she returns through the Corinth Canal en route to her NATO patrol area in the Adriatic.

The Type 22 frigate is a member of the Standing Naval Force Atlantic undertaking Sharp Guard operations off former Yugoslavia.

As well as embargo tasks she has exercised in the Ionian Sea, visited Greek and Italian ports and exercised with other STANAVFORLANT ships in the western Mediterranean.

Beaver, which has been away from her Devonport base since before Christmas, is due to return in May.

Marriage leavers right ends

THE RIGHT to leave the Navy on grounds of marriage is to be withdrawn from the only section of the RN community who have it – female ratings who are not liable for sea service.

It has been decided to withdraw the right as it is seen as inconsistent with laws on sex discrimination. Naval personnel affected are Servicewomen who joined before September 1, 1990 and who have not volunteered to go to sea.

The Chief of Staff to the Second Sea Lord has written to all female ratings who will lose the reserved right following notice of its withdrawal signalled by the Deputy Chief of the Defence Staff (Programmes and Personnel) on February 5.

Withdrawal is effective from March 8. The entitlement to give 18 months notice or to apply for release on compassionate or other grounds is not affected.

Model meeting

SMALL talk will be the main reason for an international get-together at the National Maritime Museum April 18-20.

The museum plans to bring together modelmakers, collectors, historians and conservators for a conference on *Ship Models from the Great Age of Sail*.

BOUNTY PAPERS ON SALE

PAPERS concerning a teenage midshipman sentenced to be hanged for alleged complicity in the Bounty mutiny are likely to fetch up to £6,000 when they come up for auction this month.

Letters and poems by and about Peter Heywood chronicle the reactions of himself, his family and friends – and Capt Bligh – to his 1792 court martial conviction for mutiny.

Although the 15-year-old was damned by Bligh as "of the blackest dye", it seems Heywood was wrongly convicted and his own letters are an eloquent testimony to his sense of injustice.

Following a campaign

by his sister he was pardoned and remained in the Service to rise to the rank of captain.

The papers come under the hammer at Bonhams on March 20.

Dangerous days for Culdrose SAR crews

THE LIVES of four Belgian trawermen were saved by a Navy rescue helicopter during a hazardous operation in which there were fears at one stage that the aircraft winch wire was about to break.

Braving rough seas, winds of 55 knots and weather-induced mishap, the Sea King crew from RN air station Culdrose nevertheless plucked the men from their wave-battered liferaft and flew them to safety.

The feat came days after another aircrewman from Culdrose had left the comparative safety of his winchwire to jump into the sea to save the life of a drowning man.

The Belgians, including a father and two sons, abandoned their sinking, 90ft vessel about 40 miles off Newquay. The Sea King, of 771 Naval Air Squadron, was scrambled at 5 am and by the time it reached the scene 45 minutes later, the trawler had sunk.

Heavy sea

In atrocious weather, the commander of the aircraft, Lt Brian Nicholas, passed flying control to the observer, Lt Chuck Norris, in the rear of the aircraft. Using a special joystick control, Lt Norris was better positioned to manoeuvre the helicopter over the raft while LACM Rob McKee lowered POACM Phil Warrington on the winch wire.

Two men in the raft were lifted off without incident, then the last two men were winched up together because of fears that the wind and sea might tip over the liferaft if just one man was left in it.

As they were being brought up the heavy sea conditions caused the wire to catch on the plate on the aircraft, bending it and causing the wire to drop 3ft.

"My initial thought was that the winch was going to part company," said PO Warrington. "There was a stressed motor on the winch and it packed up for a while. Eventually Lt Norris and Rob McKee helped to pull the winch up."

Hypothermia

Two of the fishermen had minor injuries and all were suffering from shock and mild hypothermia. They were flown to Treliske Hospital, Truro.

The earlier incident happened when 47-year-old photographer Lionel Coates had been swept 100yds out to sea by a huge wave while taking pictures on the beach at Porthleven, Cornwall. A passer-by alerted the Coastguard who then scrambled the search and rescue helicopter from Culdrose.

Less than 20 minutes later the Sea King was on the scene . . .

"I jumped into the water because the casualty's head was going underwater and speed was of the essence," said CPOACM (Diver) Dave Wallace. "Being free of the winchwire also gave me much greater manoeuvrability."

Regardless of the icy water and large swell, he was able to partially deflate his lifejacket to swim behind Mr Coates who was 6ft tall and weighed more than 16 stone. From that angle he was able to put the strap around him.

Mr Coates was also flown to Treliske Hospital where he was treated for hypothermia.

Quarters sold

ALMOST 150 married quarters have been sold to two housing associations acting on behalf of Plymouth City Council.

The 147 properties on the Furse Park estate at Barne Barton are empty and surplus to requirements. Manager of the Defence Housing Estate in Plymouth, Lt Col Ronald Overd, said the sale conditions include nominating rights, which means that any homeless ex-Service people nominated in the area by the DHE, would be housed by the city council.

Twitchers reach gold

THIS YEAR sees the 50th anniversary of the RN Bird Watching Society.

The Society, which started recording sightings during ocean voyages and visits in 1946, has now grown into a highly respected organisation. Contributing to knowledge of the environment by offering seafarers the opportunity to include their records. The society now includes navies and merchant services worldwide. And a Commander in the Romanian Navy joined during 1995.

The RNBWS annual journal, 'Sea Swallow,' which includes records from its members, will this year be launched by the society's Patron, HRH The Duke of Edinburgh, at a Jubilee AGM at the Royal Geographical Society in London, on 6th December. There is a special prize for the best article from a new contributor to the journal.

New members are always welcome, and further details are available from the Hon Secretary, Col Peter Smith RM, at 19, Downlands Way, South Wonston, Winchester, Hants, SO21 3HS.



Air Marshal takes flight in Trenchant

TAKING a steady hold on the hand-rail on HMS Trenchant's fin is Air Marshal Peter Squire, Deputy Chief of Defence Staff, Personnel and Programmes, who paid a visit to the submarine at sea.

Accompanied by Capt Alistair Lyall, Captain of the Second Submarine Squadron, and welcomed on board by the CO, Cdr David Humphrey, the Air Marshal was given a comprehensive tour of the boat and fully briefed on her operation by compartment watchkeepers.

He was particularly interested in the weapon stowage compartment,

the weapon discharge system and the complexity of attacks with either torpedoes or the Royal Naval Sub Harpoon missiles. Later the operations team demonstrated both Tigerfish and Sub Harpoon tactics in exercise attacks against simulated targets.

A highly experienced flyer, the Air Marshal was delighted to be given the chance to steer the 5,000-tonne submarine, and his prowess at the helm tended to confirm that the motion of a dived submarine is much the same as that of an aircraft in flight.

IN BRIEF

POLISH Navy Training Ship Orp Iskra visited Portsmouth last month, three days late after battling from the Azores against contrary winds.



HMS SULTAN Theatre Club's James Bond spoof 'Never Say Never... Ever!' runs from 11-13 March at 7.30pm.



HMS OSPREY has received this year's "Power for Efficiency and Productivity" award presented from Southern Electric PLC for conservation measures undertaken in 1994.



'SHIPMATES o' Mine', an evening of sea songs and maritime music, will be held at Chatham Historic Dockyard Church on April 27 at 7.30am. Tickets £8 from Jenny Hope, tel 01634 812551.



THE PLAIN English Campaign is inviting entries for its 'Inside Write Awards' given to the clearest internal Government document. Entries by RN personnel or civil servants to Jackie Savage, OMD 6, Room 613, Northumberland House, London WC2N 5BP by May 8.



THE WATERFRONT Store on Coaling Pier in Portland Naval Base has closed after serving visiting ships since 1974 now that Naval Stores Support for the area has passed to the Naval Air Station.

Seamen unite in Victory

Type 21s remembered

A WREATH is laid from HMS Westminster in Falkland Sound over the wreck of HMS Ardent - by CPO Ian Turner, the Ardent's helicopter controller when she was sunk on the first day of the amphibious landings there, 21 May 1982.

Divers from HMS Westminster also replaced the White Ensign on the wreck of the other Type 21 frigate lost in the conflict, HMS Antelope.

A NEW association has been formed for past and present members of the Royal Navy Seaman Branch following a social evening on board HMS Victory.

Aim of the Seaman Specialist Comrades Association is to hold bi-annual reunions to maintain continuity between serving and retired members. (See contact numbers and details of next reunion on page 22).



Drafty... Womens Sea Service Co-ordination



WREN SEA SHORTAGE TACKLED AS ...

More female senior rates are 'grown'

WITHOUT discrimination, it is once again time to turn Drafty's attention principally to 'women only' matters.

So what does Women's Sea Service Co-ordination actually involve?

Well, there are two facets to the job, firstly that of being responsible for ensuring that the Fleet is manned with the most effective mix of appropriately trained male and female ratings and secondly, to be the main point of contact for information regarding the rules and regulations and entitlement to maternity leave and allowances.

The first part of the job requires WSSC to liaise with other drafting sections to make sure that when women are due to be relieved at sea there is suitable relief and that accommodation will be available.

There may be occasions when a female is being sent to sea in a particular billet for the first time

WSSC is Lt Cdr Bob Carr on Centurion extension 2648

and this will require liaison with the ship to ensure the individual can be fitted-in. This is particularly true of artificers who ideally need to serve on the same ship throughout their training and therefore need to be able to serve on board as junior and senior rates.

Early days

Many of you will be aware that we still have too few female senior rates at sea. We are 'growing' more, particularly in the technical branches, but it is still relatively early days yet for those who joined with a sea liability to have been advanced to Petty Officer.

The turmoil of redundancy is now about half way through. This has been an additional turbulence factor but we continue to maintain just under 600 sea-going billets for females with Grafton and Somerset the latest to have women on board.

The inflexible accommodation in our current class of ships means that the balance between male and female numbers in different branches is one which has to be managed carefully and constrains Drafty in his daily juggling act.

No apologies for reiterating some of the rules and regulations and in some cases teaching Granny etc., etc.... Despite what the old dinosaur apparently still thinks, Servicewomen who become pregnant are not required to leave the Service, nothing could be further from the truth.

It is the woman's duty to ensure that her Commanding Officer is aware at the earliest opportunity that she is pregnant, thus allowing the Navy to make all necessary provisions for her health and safety.

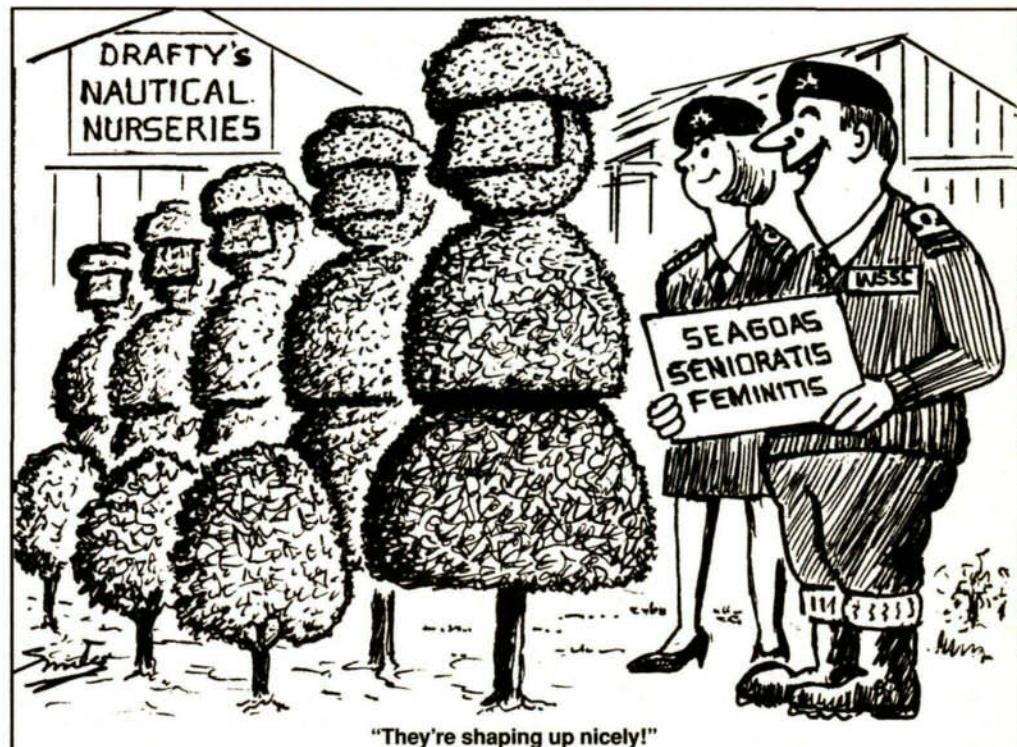
Danger

Working in ships can be a dangerous business and once you know you are pregnant you should not work or go on board ship.

Please remember that it is your duty - in law - to make sure that your employer knows when you are pregnant, it is only then that the MOD can take the necessary precautions to protect you and your child.

A pregnant Servicewoman is entitled to continue working right until the week that her baby is due and where she is unable (for health or safety reasons) to work in her normal environment alternative employment will be found.

Only in very exceptional circumstances and where suitable alternative employment of any kind cannot be found, may a Servicewoman be sent on leave



(MOD approval is required.)

What options are available when you find that you are pregnant and this pregnancy has been confirmed? The choices are simple, you may leave the Service or you may have your baby and return to work.

Rules

However, while the choice is simple, the rules are more complicated.

The Release Centres at HMS Nelson, HMS Drake and HMS Neptune (who are the designated units for maternity leave arrangements) have at least one individual who has an in-depth knowledge of maternity leave rules and you should seek advice from your nearest centre.

WSSC is, however, always

available if necessary. He may not know the answer but he will know someone who does!

A word of caution. You should be aware that in choosing to return to work you must meet all the requirements of service life, including duties, being drafted non preference (when necessary) and to be drafted to sea if you are liable for, and due, sea service.

Many of those in branches in which time ashore is short may find themselves at, or close to, the top of the sea roster.

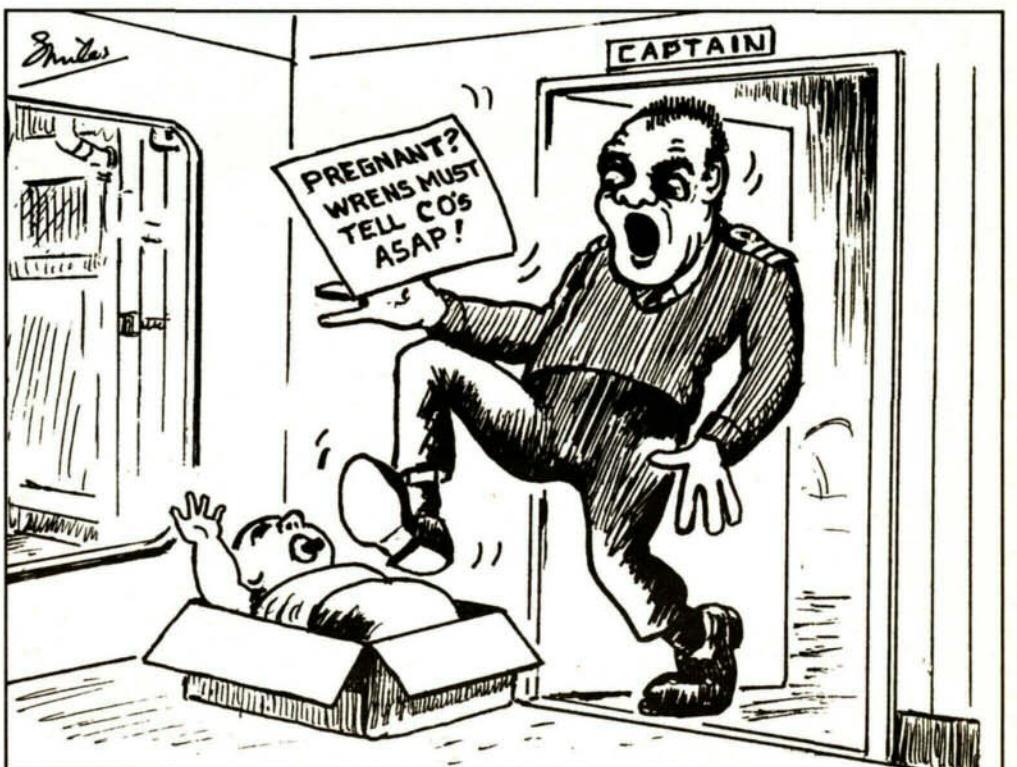
You will receive your entitlement to drafting notice, but in planning your return to work you should take note of this and ensure that all the necessary child care arrangements are in place well before you are due to join your ship.

You should also remember that in the build-up period to sea-time you may have to undergo some PTs.

The planned Joint Service DCI giving general publication of the information is still awaited and has again been reviewed to ensure commonality and equality of treatment across the three Services; an issue date is not yet available.

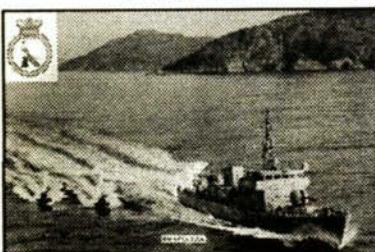
Contact point

Only one, and in the chair since June last year when Lt Cdr Bale travelled north to be the harbourmaster at Scrabster. WSSC is now Lt Cdr Bob Carr on Centurion ext 2648 - there is an answering machine attached to this extension so please feel free to leave a message.



SHIP OF THE MONTH

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Home celebrates 80th anniversary

PRINCESS Alexandra and Dame Vera Lynn were among 500 guests at a prestigious reception at Mansion House to mark the 80th anniversary of the Royal Star and Garter home for disabled sailors, soldiers and airmen.

The Princess, who is President of the Home and Patron of Queen Alexandra's Royal Naval Nursing Service, was accompanied by Sir Angus Ogilvy.

The home's Chairman, Sir John Stibson, spoke about the history home at Richmond, Surrey, and emphasised the continuing need for the special care it provided.

Falklands veteran Simon Weston also spoke, thanking the many supporters and volunteers who did so much to keep the home going.



Dame Vera Lynn with Princess Alexandra at the reception

**FACTS AND FIGURES**

Pennant no: A133. Length: 260ft. Beam: 49ft. Draught: 16ft. Displacement: 2,733 tons. Cruising speed: In excess of 12 knots. Operating range: 12,000 miles. Ship's company: 121, including 13 officers. Armament: 2 Oerlikon 20mm guns. Aircraft: One Westland Lynx HAS 3 can be carried. Motto: *De Fumo in Flammam - From smoke to flame.* Badge: Four red flames on a black ground.

HISTORY OF DARING AND FORTITUDE

NAMED after a volcano in Iceland, the first HMS Hecla was a bomb vessel commissioned in 1798. She was at Copenhagen in 1801 as part of Nelson's force and gained a Battle Honour.

A second bomb vessel followed in the name in 1815. After the Napoleonic Wars she was converted for surveying duties and became the flagship of Cdr William Edward Parry during his search for the Northwest Passage.

Her epic voyages included an almost successful attempt to reach the North Pole in 1827 – the final trek over the ice by sledge failed – and the first passage west of 110 degrees west, for which the ship's company received £5,000. She was the first RN vessel to overwinter in the Arctic.

Third ship of the name was a six-gun paddle sloop. As a member of the Baltic Fleet she took part in the bombardment of the fortress at Bormarsund in 1854.

First issue

During this action acting Mate Charles Lucas won the first Victoria Cross to be awarded for his bravery in throwing a live shell overboard, and thus pre-

venting considerable loss of life. Lucas, who went on to reach the rank of Rear Admiral, was later to lose his medals in a train, but he bought replacements, which are displayed in the National Maritime Museum.

Capt Arthur Knyvet Wilson – who was First Sea Lord 1909–1912 – commanded the fourth Hecla, a former merchantman converted to a torpedo depot ship in 1878.

Spectator

In 1883 some of Hecla's ship's company formed a Naval brigade to support the Army at the Battle of El Teb. Wilson, officially a spectator, took the place of a fallen Army officer and fought to such effect that he was awarded the Victoria Cross, one of the few Naval VCs to be won in a land battle.

During the Second World War a 12,000-ton depot ship bore the name Hecla. Built by J. Brown, Clydebank, she was launched in March 1940. On the night of

November 11, 1942, en route to Gibraltar, she was struck by two torpedoes. Early the next morning she was attacked again, virtually sealing her fate.

The ship's company were in the process of abandoning ship assisted by HMS Marne when both vessels were hit by further torpedoes.

Hecla sank and Marne had her stern blown off, but she stayed afloat and, with HMS Venomous, which fought off U-boat attacks, continued to pick up survivors throughout the night. Of the 838 persons on board Hecla, 547 were rescued.

Survivors

Some of those survivors were among a party from the HMS Hecla (1940–1942) Survivors' Association to pay a visit recently to the latest ship of the name.

A repair ship built by Bethlehem, Fairfield, USA, was to follow in the name Hecla. She was launched in July 1944 for the Royal Navy, but actually retained



A depot ship launched in 1940, the wartime HMS Hecla was sunk by U-boat torpedoes in 1942.

Postcards of our Ships of the Royal Navy are available at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards costs £7 and a standing order for the supply of each of 12 cards on publication costs £10.50, or £12.50 overseas. Prices include postage and packing, and orders will be dispatched on receipt of stamps, postal order, cheque or credit card details. Our postcard series began in 1956.

Persistent Hecla!

THIS month HMS Hecla will deploy to the Indian Ocean for her final major survey before decommissioning after 31 years of active service.

Apart from the Royal Yacht Britannia, she is the longest serving operational ship in the Fleet.

HMS Hecla, built by Yarrow Shipbuilders at Blythswood, was the first of a class of four ocean survey vessels – only she and HMS Herald remain in Royal Navy service. She was launched in December 1964 and completed the following September.

Hecla's task is to conduct bathymetric and geophysical surveys in sparsely surveyed areas of the world in support of a quest to map the sea floor accurately and increase our knowledge of the world's major oceans.

She and her sister vessel, launched ten years later, are fitted with a sophisticated real-time automated data logging system which records and plots depth, gravity and magnetic parameters against time. When out of range of shore-based position-fixing equipment, satellite and inertial navigation systems are used.

A range of digital echo sounders is fitted and the towed, high-definition sidescan sonar will detect dangers out to 300 metres from the ship, giving full seabed coverage.

The ships have wet and dry laboratories, oceanographic win-

ches and two nine-metre surveying boats. All instruments, position-fixing systems and echosounders are calibrated before surveying commences and are checked as the round-the-clock surveying progresses.

Hecla is propelled by a diesel electric system using three Paxman diesels and two electric motors, giving her a maximum speed of 13 knots. Single screw, the ship has a bow thruster unit forward for added manoeuvrability.

Million miles

Since launching Hecla has conducted bathymetric and oceanographic surveys in the North and South Atlantic, West Indies, the Gulf and, most recently, the Indian Ocean. Last May she clocked up her millionth nautical mile.

In her time Hecla has been converted as a hospital ship and into a Command ship for mine countermeasures operations.

In mid-April 1982 she received orders in Gibraltar to prepare as a casualty evacuation ferry and sail for the Falkland Islands.

Six days later, having completed routine maintenance, installed a satellite communication system, embarked a Wasp helicopter and crew, landed quantities of stores to free space as emergency living quarters, embarked additional medical personnel and stores, and undergone a paint job to provide the necessary red crosses on a white background,

Hecla sailed from the Rock.

Now a hospital ship under the terms of the Geneva Convention, she flew the Red Cross flag at the masthead and the Union Flag in place of the White Ensign.

Hecla headed south at full speed to join the main hospital ship, converted school cruise vessel ss Uganda, which had a large team of RN doctors, medical ratings and Queen Alexandra's Royal Naval Nursing Service nurses on board. HM ships Hydra and Herald completed the "Red Cross Squadron".

Hecla, Hydra and Herald carried those fit enough to be moved from ss Uganda to Montevideo for repatriation by RAF VC10s equipped as air ambulances.

Hecla made three such trips, transporting, among others, Welsh Guardsmen burnt in the bombing of RFA Sir Galahad, Royal Marines and soldiers of the Parachute Regiment injured during the advance from San Carlos, and 24 Argentinians.

Crash course

Her ship's company, having had a crash course in first aid and nursing, helped where they could to make the four or five-day transfer easier for the wounded. Their messdecks converted into wards, they slept in storerooms, offices and other spaces.

With that episode nearly a decade behind her, Hecla sailed from Devonport in January 1991 to take over from HMS Herald

in the Gulf as MCM command and support ship to the vessels of the Second Mine Counter-measures Squadron.

Rendezvousing with Herald just as the liberation of Kuwait was complete, Hecla's role as command unit saw her survey chartroom converted into an MCM operations room and the ship's company closely involved in what became the largest mine clearance operation since the Second World War.

They were tasked with providing the latest information at daily briefs on weather, engineering and logistics.

In her support role Hecla was a vital mother ship, allowing the MCMVs to come alongside for refueling and restocking, and enabling their ship's companies to make the most of their well-earned stand-offs.

By the end of July, with over 1,200 mines destroyed and a chart of cleared areas produced to 95 per cent accuracy, Hecla could return home with the distinction of being the last British warship involved in the Gulf War to leave the Persian Gulf. She reached Devonport after 251 days away.

Following her final surveying operation in the Indian Ocean HMS Hecla is due to be decommissioned in January 1997. She will be replaced by the 13,000-ton HMS Scott, the biggest and most sophisticated survey ship ever built for the Royal Navy, which is scheduled to join the Fleet at the end of next year.

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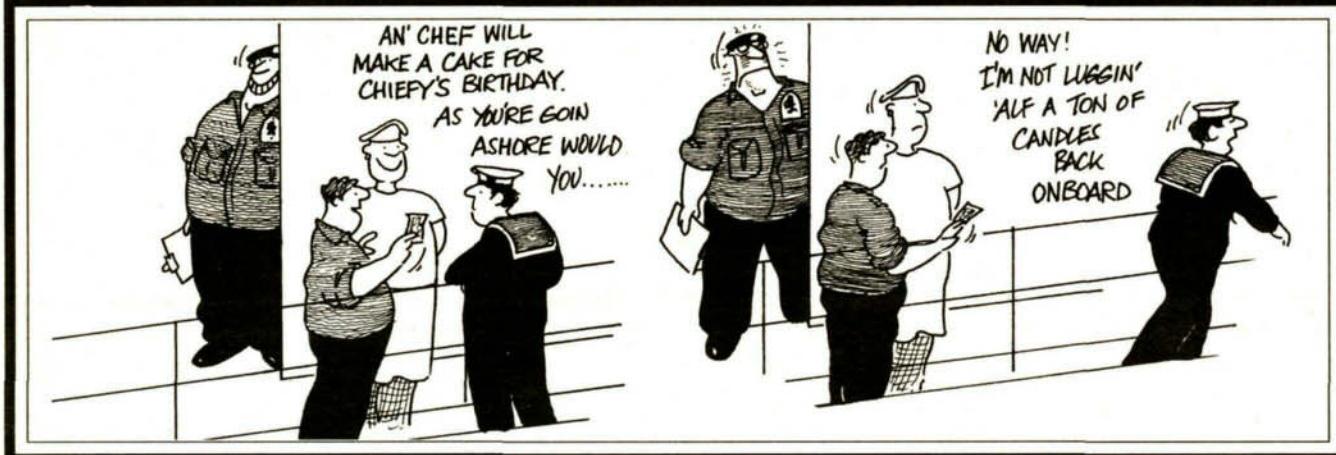
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BY TWS

Letters

Recruiting – a major force in the 1920s

THE NAVY's current recruiting drive through Jobcentres makes quite a contrast with the techniques my father employed in Cambridge back in the 1920s.

Major Harry Fleming, RM's area as Recruiting Officer covered most of East Anglia – but the men were examined and recruited at our own home, which was a very small terraced house.

On the ground floor was the front room with piano and wind-up gramophone and behind this a middle room which my father used as his office.

His desk was a barrack room table on two iron trestles. The whole lot, ink wells and all, would go down easily if you leaned on one end.

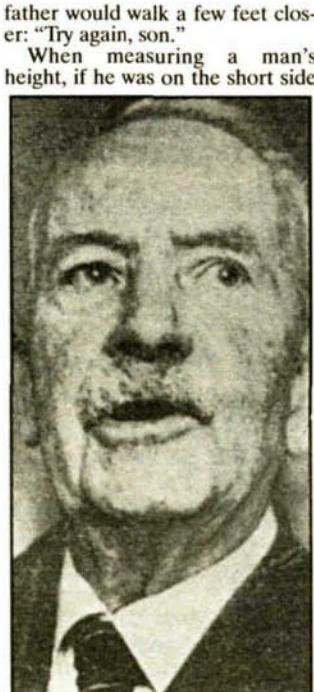
There were two boards on the front of the house, displaying pictures of ships and sailors.

My father used to help the men all he could to pass their examination – so much so that I often wondered if he was working on commission!

In one test he would remove a cloth from his desk to reveal a number of objects – a key, pen, coin, matches etc. – which he would then cover again and ask the lad to write down as many as he could remember.

If he did not do very well, my father would uncover the articles again and say "Have another go, son."

He tested the candidates' eyesight in the garden. He would hold up the card with the letters on and the man would cover up one eye at a time and read them off. If he had trouble with the bottom line,



• Major Harry Fleming, RM

he would fix the bar at the minimum height and bend it down hard to touch the top of his head saying: "There you are, you can feel that, can't you?"

He used to talk about getting up early in the morning as if it were the most important thing in the world. What he didn't tell people was that he also went to bed for a

nap in the afternoon, lying on the bed with the Daily Telegraph over his face. I often had the unavoidable task of waking him up when a candidate called. I'd run up the stairs, knock on his door and shout: "Wake up, Dad – there's a man come to join the Navy!"

The house was run like a ship. Everything had to be spot on. He used to keep his cigarettes on the corner of the shelf, exactly half an inch away from the edge. If they were slightly moved, he wanted to know who did it and expected an explanation.

A man in uniform in Cambridge then was an unusual sight and he became a well-known figure, always known as "the Major". He always carried a black stick with a silver knob handle and when crossing the road would not stop for the traffic. He would hold the stick up and walk straight across and it would stop for him.

In 1937, just after he had been given a smart office in the centre of Cambridge, he was replaced by a younger man. He became Landlord of the Sun Inn at Waterbeach and finally Head Lodge Porter at Jesus College. – C.Fleming, Sandown, IOW.

Asking for a miracle

I AM a psychologist and former teacher and the author of several books on family bonds, maternal instinct and bereavement.

I am now writing a book on miracles. I have in the past come across some amazing stories of sailors who have escaped almost certain death by what seems to be almost divine intervention as well as tales of sailors who appear at the point of death at a relation's bedside hundreds of miles away.

I would be grateful for any stories of this kind to reach me by the end of this month. – Cassandra Eason, Fairhaven, Blackridge Rd, Freshwater Bay, IOW.

Incidental error

I HAVE to take issue with you concerning the item "Strike up the Band" (January issue).

No-one from the Royal Marines Band Service has ever been awarded the Distinguished Service Cross, although a number have been awarded the DSM.

I believe I am correct in stating that Bandmaster Fred Harwood of HMS London was the last to receive it, for services connected with the Yangtze Incident in 1949.

Not being a commissioned officer, Fred could not have been eligible for the DSC. – Capt T. Freestone, RM, Canterbury.

Nearly a brush with the Chinese

REGARDING Lt Cdr Brian Witts' piece on badges and crests (December issue), I don't think the Ships Naming Committee was involved in this one.

any pigs' bristles. – W.Kirby, Kings Lynn.

Die-hard duds

SO H.W.J.Caten's woolly pully is still going strong (January issue). Do I hear you say "they don't make 'em like that anymore? Then try this for size.

I still have two Pusser's Guernseys, issued to me as a seaman in 1942, and with the exception of one small moth hole in one, they are still in excellent condition and defying east winds with contempt.

Perhaps I had better not say anything about the duffelcoat I acquired in post-King Alfred service or the codline that secures it round my waist in the January snow – they were vintage Pusser's. – Lt Cdr R.Bassett, Gravesend.

I TOO was issued with a woolly pully, which was part of my D.R. kit, sadly long gone. But I was also issued with a pair of "long johns" made of the same woollen knit. Very protective in a very cold climate – but needless to say I never wore them out! – Iris Hale, Spalding.

Vets will visit Vis

YOUR centre page heading 'Power for Peace' last month clearly revived memories of the commitment of British Naval forces in that area of the Adriatic some 50 years ago.

The island of Vis being the main base from which Commando and RN operations were launched, it was with sincere gratitude to read of the visit by Gen David Pennefather to honour those who died in the campaign of 1944/45.

Coastal Forces and Commando veterans will also be visiting Vis in May to pay our tribute to their memory. – P.Bickmore, Romford.



Collingwood the better man?

THERE SEEMS to be a widespread opinion that Admiral Nelson could do no wrong, to judge from recent articles in *Navy News*.

After much study I conclude that Admiral Collingwood, his second-in-command at Trafalgar, was the better admiral. He is reputed to have served five years at sea for the benefit of our country after Nelson's death without ever going ashore and died of overwork at sea while in command of the Fleet.

He did not have the pleasure in these latter years of seeing his children but was happily married at death – and faithful. – M.P.Cocker, Cleveleys.

• Cuthbert Collingwood, from the Howard portrait.

Navy News

No.500 41st year

Editorial and Business address: Leviathan Block, HMS Nelson, Portsmouth, Hants, PO1 3HH

Editor: Jim Allaway

Deputy Editor: Anton Hanney

Assistant Editors: Lindy Clegg and Dominic Blake

Business Manager: Anne Driver

TELEPHONES

Editorial: 01705-294228 Fax: 01705 838845

01705-722351 (Portsmouth Naval Base)

extensions 24163 and 24194

Business (advertising, distribution and accounts):

01705-722351 ext. 24226

Additional direct line to all departments: 01705-826040

Fax: 01705-830149

BIG GUNS FOR TEXAS AT SALERNO

THE MONITOR in last month's Picture Puzzle could well be HMS Roberts, which was a sister ship of HMS Abercrombie.

I took this photograph of the latter on D-Day Salerno 9/10 September 1943. This was in the American sector and Abercrombie is firing in support of the 36th Texas Division.

On this occasion I had ten crew of a Landing Craft Support – eight Royal Marines and two Naval ratings. We had a fierce battle with a German four-barrelled 20mm gun – but we managed to knock it out and open the beach. Two of my crew were awarded DSMs.

Shortly after I took this photograph HMS Abercrombie was mined. – H.M.Irwin, Newcastle Upon Tyne.



Too busy gassing

REGARDING last month's letter about differing Service gas masks, early in 1942 I was a Combined Ops AB returning to the landing craft base at Troon.

On the packed train I got pretty chummy with a comely ATS girl who got off at Crewe. Later, on parade in HMS Dundonald, the order was given to don gas masks.

I found the friendly young female squaddie and I had inadvertently exchanged gas masks. To wear hers, with the shorter Army issue breathing tube, meant I was bent over like Quasimodo, but I got away with it.

The gas mask went with me through several major landings in the Med, D-Day and Far East service, a souvenir of a train journey to remember. – D.Satherley, Warwick.

Cut down to size?

IN THE January issue I read that AB Matthew Jones of HMS Southampton had returned from a deployment having lost more than a fifth of his 22 stone weight.

I commend his weight loss and congratulate him on raising £1,300 for a child suffering from cerebral palsy.

However, anyone who weighs 22 stone can only be described as obese and this is a disgrace to the Service in these days of health and fitness. – Ex MAA G.Painter, Sydenham.

Pride in a Pom

LAST month's article about Cdr Norman Holbrook, the first submariner VC, brought back memories of a visit to our daughter and family in New South Wales in 1990.

I took this photograph of a model of B11 which commemorates Holbrook at Holbrook, Holbrookshire, NSW – the name of the town was changed in his honour from Germantown. – W.G.Ellis, Goole.



Bill's still on watch over the Arch . . .

WHAT resounding news that Admiralty Arch is not being flogged off after all.

It belongs to the people of Great Britain, a part of our heritage.

I can proudly say I was part of the Royal Marines Guard at the Admiralty in 1940 in four sandbag positions – at the entrance to Spring Gardens; the courtyard, Whitehall entrance; Horseguards Parade diagonally facing the Brigade of Guards memorial; and on top of the Arch itself, where we kept watch for parachuting Germans and incendiaries.

The most anxious time was when the whole of Whitehall was at stand to, from 13-19 September 1940, when Hitler said he would be marching through the Arch to Buckingham Palace.

On 17 September my home in

Lambeth Walk was completely bombed out. My family survived, but I could not get my run ashore until the 20th and it came as a big shock.

Leave Admiralty Arch alone – I helped defend it as a 20-year-old. – Bill Harlowe, Byfleet.

Churchill not lent

HMS CHURCHILL was not obtained under lease-lend terms (January issue). She was one of 50 old USN destroyers obtained in exchange for US use of British bases in the Western hemisphere.

Under this agreement, these vessels passed into British ownership. Warships acquired under lease-lend terms remained the property of the US Navy and the surviving vessels were handed back to the United States at the end of the war. – K.Clason, Portmouth.

THE ARTICLE on the wartime HMS Churchill had a particular point of interest for us in that one of our life members served in her.

Harold Deardon also had a distinguished career in submarines. – J.Pennington, Swinton Conservative Club, Manchester.



LEFT OUT OF IT

I WAS sadly disappointed to read in the report of the naming of 'Thrasher', the new submarine trainer at HMS Drake, that the names of the other five members of HMS Thrasher's first patrol crew were not mentioned as attending along with our second cox'n who came to support their old skipper.

They were Admiral Ian Macintosh, who was our First Lieutenant, L.Hone, J.Dwyer, D.Sourbutts and myself. – P.Smith, Devizes.

Letters



Sounding off . . .

OVER recent years I have noticed with some amusement and regret the mispronunciation by TV and radio reporters of the word "Ensign".

I have always understood that it is the "White Ens'n" that is flown by HM ships while the often used word "ensign" (ensine) is a military rank.

The mind boggles at the thought of a white-faced Second Lieutenant being hoisted at sunrise and hauled down at sunset. – Rev H.A.R.Edgell, Norwich.

Vets will visit Vis

YOUR centre page heading 'Power for Peace' last month

clearly revived memories of the commitment of British Naval forces in that area of the Adriatic some 50 years ago.

The island of Vis being the main base from which Commando and RN operations were launched, it was with sincere gratitude to read of the visit by Gen David Pennefather to honour those who died in the campaign of 1944/45.

Coastal Forces and Commando veterans will also be visiting Vis in May to pay our tribute to their memory. – P.Bickmore, Chairman, Coastal Forces Veterans Association, Romford.



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IT SAYS
YOU'VE ARRIVED

CLAWS ARE OUT FOR THE EDITOR OF NAVY NEWS



A PRINTED retraction or else the claws stay out, threatened the anonymous letter complaining that *Navy News* had given the nickname "The Flying Tigers" to the wrong Naval Air Squadron last month.

"We recommend that a formal apology is made in the next issue. Or else!" warned the letter, fiendishly pieced together from words and letters cut from newspapers.

Look, all we said was that four of 845's Sea King helicopters had exchanged their all-white United Nations livery for a camouflage pattern of white and green tiger stripes, befitting their role as part of NATO's Implementation Force in Bosnia!

We do know 814 anti-submarine warfare squadron are the real Flying Tigers and wouldn't dream of suggesting otherwise. So just settle down, guys, okay?



New kid puddles through

"HE'LL be kneeling in it in a minute!" Oscar shares a joke with his kid sister Teresa just as Capt Roger Parker and Lt Cdr Phil Shapiro congratulate each other on how well it's all going...

The occasion was the return to HMS Excellent of a ceremonial goat after a gap of 34 years. For the star of the show, Oscar, the excitement proved so great he couldn't quite contain himself!

Back in 1960 a nanny goat presented as a leaving present to Admiral Sir John Hamilton failed to settle at her new home at HMS Daedalus and was returned to Whale Island, which then boasted a menagerie of critters unwanted, unsuitable or unmanageable.

She was adopted by the Regulating School and looked a picture in her emroidered jacket on formal occasions. Although she died in 1963, the Regulators

have cherished the hope that a successor might follow in her hoofprints.

Enter Oscar - who in the absence of the menagerie has his sister Teresa to keep him company when he's not on duty.

They were bred by Mrs Linda Barnett, of Wickham, Hampshire, and donated to HMS Excellent by Naval outfitters Jack Blair.

Company director Mr David Hoctor-White, presented the goats to Capt Parker, Captain of HMS Excellent, and Lt Cdr Shapiro, Officer in Charge of the Regulating School. Jack Blair also provided a splendid ceremonial coat for Oscar.



Dung roamin': Oscar and Teresa, now of HMS Excellent, flanked by Capt Parker and Lt Cdr Shapiro.

A jubilee year for 705 Sqn

THE Royal Navy's basic helicopter training squadron, 705, will celebrate its Diamond Jubilee in June.

Now based at RN air station Culdrose, the squadron was formed in 1936 and flew Swordfish at the beginning of World War II. It was disbanded after the war then reformed in 1947 and equipped with Sikorsky Hoverfly helicopters.

The celebratory events planned for June 6-7 may mark 705's last anniversary, if plans go ahead to establish a tri-Service helicopter school at RAF Shawbury.

Ex-members of the squadron who wish to attend the events should write to Lt Cdr Neil Tonkin, 705 Naval Air Squadron, RNAS Culdrose, Helston, Cornwall TR12 7RH.



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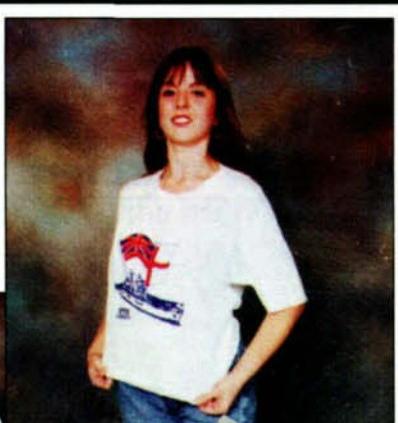
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Diving takes an upward turn

MODERNISATION of existing facilities at Horsea Island and a substantial amount of new building have combined to give the Defence Diving School and Fleet Diving Headquarters a new base.

At the official opening, which came at the end of a 15-month construction project, the Second Sea Lord and Commander in Chief Naval Home Command, Admiral Sir Michael Boyce, said the facility, purpose-designed for diving training and as an operating base for operational diving units, was magnificent.

"I have toured the site and can say that diving now has a superb centre of excellence that is a world beater," he said.

Royal Navy diving training was formerly conducted as a department of the School of Maritime

Operations (HMS Dryad) and located at HMS Nelson's Gunwharf site. The Royal Engineers also carried out their diving training at Gunwharf, but as a separate and independently commanded Army establishment.

As the result of a decision to combine RN and RE diving training the Defence Diving School formally came into being last September.

The Fleet Diving HQ, comprising the Superintendent of Diving, the Fleet Diving Group and the former Portsmouth Area Clearance Diving Unit, was also located at Gunwharf, the planned closure of which gave rise to the GUNORG Project.



● Admiral Sir Michael Boyce chats to divers beside the Pasley Pool. Named in honour of the father of British military diving, General Sir Charles Pasley, the tank provides a controlled environment in which a variety of diver tasks can be practised.

This relocated occupants of the site to Horsea Island and Whale Island. At the latter the DDS has a new jetty, classrooms and an outboard motor repair facility.

The Diving School trains Navy career divers, plus ship's divers and ship's diving officers. Army compressed air divers and advanced divers are also trained. This joint Service school is independently commanded and works directly to Flag Officer Training and Recruitment.

Fleet Diving HQ now occupies Reclaim Building at Horsea, a large new complex housing the three Fleet Diving Units, Southern Diving Unit 2 and the staff of the Superintendent of Diving.

Able to operate all over the world, components of the Fleet Diving Group work in support of maritime counter terrorist operations, investigate mines, and assess and repair battle damage. The newly-formed Southern Diving Unit 2 also provides explosive ordnance disposal in the south of the UK and underwater engineering support to the local base commander.

Admiral Boyce said Reclaim Block would be the envy of other navies.

"It is absolutely essential that the Fleet Diving Units are at the best possible readiness at all times, for operations within the UK and worldwide, and this building provides them with the ergonomic facilities to achieve that," he said.



● A member of the Northern Diving Group surfaces after completing an engineering task

NAVY NEWS CALENDAR 1996

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A question similar to those shown below appears on each leaf of the 1996 calendar. All you have to do is put your nautical thinking caps on and enter this fun competition.

Full details of how to enter will appear in the calendar and also each month in Navy News.

In 1970 who were the new 'Snow Commandos' defending NATO's northern flank?

What was the platform for the first RN Sea King helicopter deck landing on a British ship at sea?

Helping Hands

High flyers help to Save The Children

THE GAZELLE Display Team at RN air station Culdrose have proved to be top flight fund-raisers by presenting £1,200 to the Save The Children charity.

The money was collected from some of the three million people who enjoyed the team's aerobatic displays last season.

A sale of Culdrose memorabilia boosted the final sum which was presented to Save The Children Area Manager Val Royston by Lt Cdr Mark Osman, CO of 705 Sqn, and solo display pilot Lt Andy Greenall.

Jubilee

Val said: "We cannot thank 705 Squadron enough and we are delighted that the RNAS Culdrose Display Team will be helping us again in 1996, their Diamond Jubilee year."

"We are looking forward to working with them to raise funds for our work in over 50 countries world-wide, including the UK."

Runners brave gales for new leukaemia unit

THIRTY Plymouth-based sailors took part in a 100-mile relay to raise cash for a new unit to treat myeloid leukaemia at Torbay Hospital.

The race was organised by OM Clayton Gilbert from Mountwise, who's wife Nadine suffers from the chronic form of the disease.

It raised over £1,000 for a £1.5 million appeal fund, established to pay for the specialist unit by friends and family of 17-year-old Ricky Grant, from Paignton, who lost a brave battle against the illness in 1993.

The run took place at the Brickfields Sports Ground and was started by Flag Officer Plymouth, Vice Admiral Sir Roy Newman.

Gale Force

The event took participants just two hours to complete by clocking-up a combined 100-mile total despite very unfavourable weather.

OM Gilbert said: "We had an excellent response and the event was a great success. The only problem we had was with the weather - the winds were gale-force!"

The stamina of Royal Navy rowers was put to the test in a 24-hour challenge to help raise money for the British Olympic Appeal.

The event, organised by HMS Cambridge and hosted by HMS Drake, saw teams attempting to row 6,490km, the distance from Plymouth to Atlanta, USA, venue of the 1996 Olympics.

The 1,930km that were rowed raised more than £1,000 for the fund. Special mention goes to HMS Cornwall's team of five who sustained their efforts without sleep throughout the event.

A charity triathlon organised by 814 Naval Air Squadron dur-

ing HMS Invincible's Adriatic deployment generated £995 for St Julia's Hospice Hayle, the squadron's adopted charity.

Rear Admiral Peter Franklyn took part in the gruelling row, cycle and ski and presented prizes to the fastest finishers and most successful fund-raisers.

Two members of HMS Vanguard's port crew lost six stone in a sponsored slim, raising £750 for autistic children.

The slimmers, CPO John Maclean and PO Tim Clifton, visited the Scottish Centre of Autism in Yorkhill to deliver a huge selection of toys bought from the proceeds.

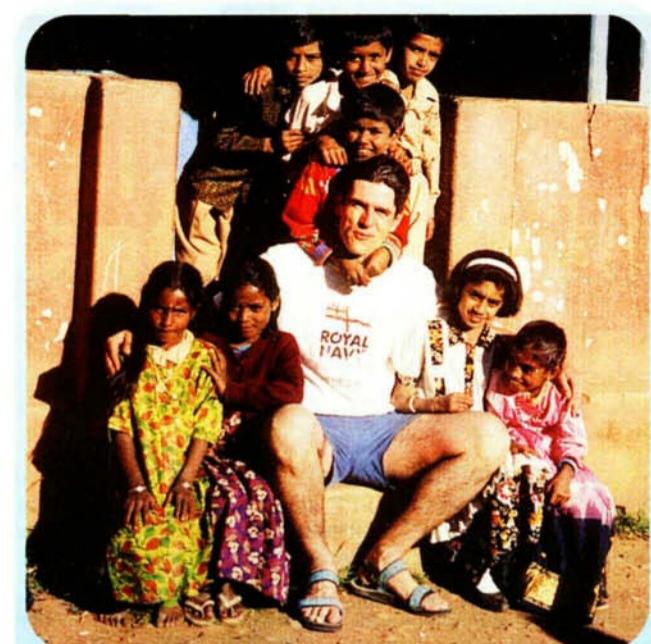
They were accompanied by Cdr Peter Wilkinson and LS Anthony Wiltshire, who's young son Thomas uses the centre.

849 Squadron A Flight raised almost £700 for the Children's Ward at Treliske Hospital, Truro, during their five-month Adriatic deployment.

The squadron, who provided airborne radar surveillance around ships on operational deployment, raised the cash through sponsored events which even included a beard growing competition.

849 Squadron A Flight raised almost £700 for the Children's Ward at Treliske Hospital, Truro, during their five-month Adriatic deployment.

Walkers from HMS Somerset presented £500 to the Trull Road Children's Centre, Taunton. They money was raised on a sponsored trek along the West Highland Way.



Passage to India

HMS Collingwood's Lt Gareth Jones lead a multi-national expedition to the Nilgiri Hill area of Southern India to build a day care centre at a junior school.

The building was constructed by assembling a geodesic dome frame which was then encased in a concrete shell.

The project was organised by the Round Square Independent Schools organisation, which aims to develop youngsters through demanding community projects.

Trafalgar crew visit Derriford

MEN from the nuclear powered submarine HMS Trafalgar visited their namesake ward at Derriford Hospital to see how their fund-raising efforts had paid off.

Trafalgar's CO, Cdr John Gower, presented a video recorder to the ward to mark the end of an extensive refit of an annex room where all the fixtures and fittings were paid for by the submarine crew.

On your marks!

FIVE volunteers from HMS Walney cycled 260 miles from the ship's new base at Faslane to Barrow to raise cash for Furness General Hospital.

The journey took three and a half days to complete and raised money to buy a special adjustable bed for the hospital's casualty department.



Clyde Naval Base Commander Commodore Brian Perowne flags away cyclists Chris Stewart, Casey Waldock, Robbie Roberts, Si Marston and Jason Stayt, as HMS Walney slips from the quayside at Faslane.

Picture: HMS Neptune Photographic Department

THE ROYAL NAVAL BENEVOLENT TRUST



73 years of help to past and present ratings in the Royal Navy, other ranks in the Royal Marines, and their dependants.

The RNBT gives £35,000 each week:

GRANTS: for those in need to meet a wide variety of circumstances. Some examples are:

- * Accommodation
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- * Training courses for second careers

ANNUITIES: offer a modest, regular supplement to income for elderly people who are in particular need.

The RNBT also provides:

RESIDENTIAL HOME: for elderly ex-naval men, situated one mile from the centre of Gillingham, Kent with fine views of the River Medway. A full and varied programme of social activities is arranged throughout the year both at the home and elsewhere.

FINANCIAL SUPPORT: The RNBT has agreements with various other organisations to provide them with financial support when they assist beneficiaries of the Trust. These organisations include:

- * Children's Homes
- * Training Colleges for the Disabled
- * Hospices
- * Residential and Nursing Homes

For further information, or to offer support, contact the RNBT at:

The Royal Naval Benevolent Trust,
Castaway House, 311 Twyford Avenue,
Portsmouth, PO2 8PE.
01705-660296 & 725841

The Administrator Pembroke House,
11 Oxford Road, Gillingham,
Kent, ME7 4BS.
01634-852431

BY THE NAVY — FOR THE NAVY

Daedalus staff spread their wings

HMS Daedalus closes its gates for the last time this month, ending an 80-year association with Naval aviation.

The establishment's School of Air Engineering and Sea Survival becomes a department of HMS Sultan's Marine Engineering School and will be based in a new block named Daedalus Building.

The Central Air Medical Board, Air Medical School, Naval Air Medical Board and the Sea Survival Equipment School have also been transferred to Sultan and the Mobile Air Support Unit from Daedalus will be based at RNAY Fleetlands.

The reorganisation is the final step of a process set in motion by the Options For Change defence review, and to mark the closure on March 29, the ship's company of HMS Daedalus will march out of the airfield with Capt David Newberry taking the salute.

The Air Engineering and Sea Survival School is responsible for all career training for mechanics, artificers and air engineer officers.

The first of Daedalus's 15 Wessex V helicopters, all ex 845 and 848 Commando Squadron, left for Sultan in December.

By the end of March the remaining Wessex aircraft, two Sea Kings, two Harrier GR3s and a Lynx airframe will be on site to form the backbone of air engineering mechanics initial training.

Further Wessex IIIs and Vs will be used in support of training for battle damage repair, advanced airframe repairs and practical wiring training.

Origins

Daedalus's association with Naval aviation can be traced back to June 1917 when a temporary air station was opened at Lee-on-Solent to allow the seaplane training school at Calshot to expand.

It was set up with temporary hangars and makeshift accommodation. Many of the men lived under canvas while the officers travelled each day from their billets at Warsash. Houses in the small town were requisitioned as classrooms, messes and offices and the first seaplane training course began in August 1917, operating with 6-8 Shorts 827 sea planes.

By the time the Armistice was declared the unit was part of the Air Ministry and had a strength of 31 staff officers, 95 pupils and 550 men, with 36 aircraft in use.

After the war these aircraft were sold off at Bursledon for the princely sum of £5 each. Many were converted into boats

by swapping the tail section for a transom and adding an engine!

Between the wars the establishment was the responsibility of the RAF and it was not until May 24, 1939 that it was returned to Admiralty control and commissioned as HMS Daedalus.

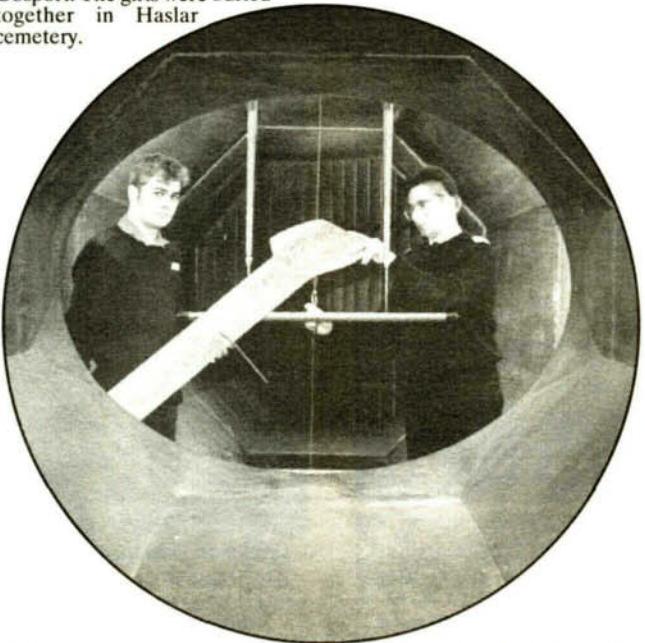
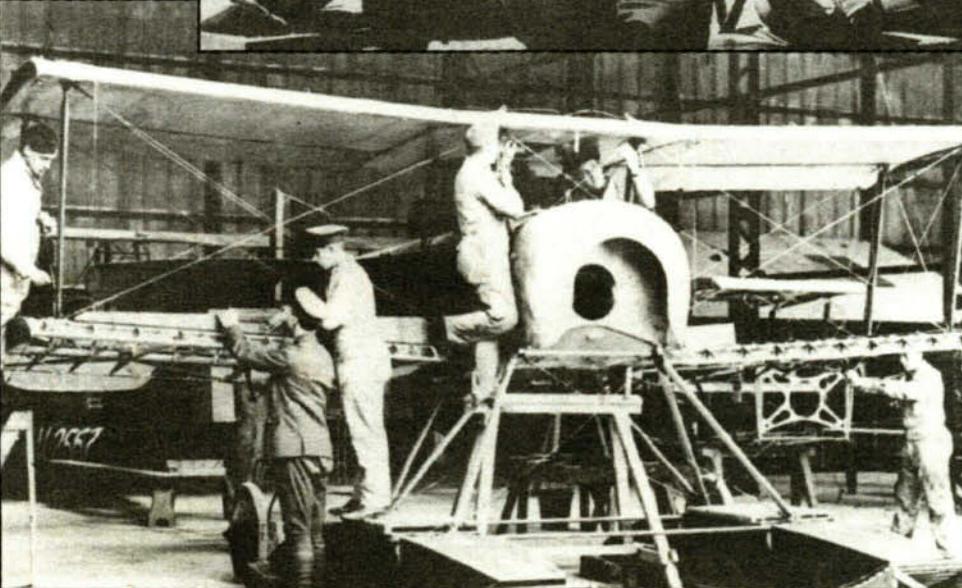
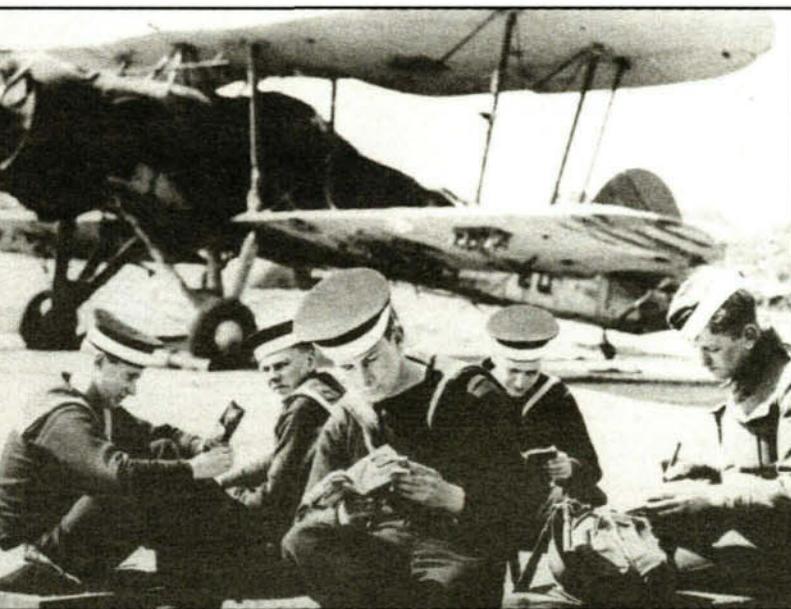
During World War II Daedalus was the home of a number of different squadrons operating with a huge range of aircraft including Walrus, Swordfish, Seafox, Anson, Fulmer, Sea Gladiator and Moth aircraft and did not escape German air attack.

On August 16, 1940, 20 German Ju87s approached the Isle of Wight and made straight for Lee-on-Solent. Despite a desperate effort by 213 Squadron who's Hurricanes flew at top speed from Exeter to help the hard pressed No 11 Group, severe damage was caused with three hangars and 42 aircraft destroyed.

On November 23, 1940, eight Daedalus Wrens were killed when their billet in Mansfield House, Lee-on-Solent, was bombed. The attack was part of a heavy three-wave assault along the South Coast, with other aircraft attacking Portsmouth and Gosport. The girls were buried together in Haslar cemetery.

Right: WAFUs stand easy. This wartime photograph from HMS Daedalus's archives did not escape the censor and the sailor's cap tallies have been concealed.

Below: Air Engineers hard at work in one of the original hangars.



This wind tunnel from the former Royal Naval Engineering College at Manadon is one of the facilities transferred to the Air Engineering and Sea Survival Department at HMS Sultan



Daedalus Building, the new home of the Air Engineering and Sea Survival School at HMS Sultan.

Mixed fortune since 1780

FIVE ships have borne the name Daedalus in the Royal Navy since 1780, when the first was commissioned as a fifth rate ship of the line.

She served for 31 years, winning Battle Honours Egypt 1801 and San Domingo 1808, before being broken up in 1811. During the 1790-95 a hired naval store vessel also called Daedalus accompanied Cdr Vancouver on his voyage of discovery.

The third ship was a 44-gun prize ship captured at Lissa in 1811, and renamed Daedalus. She served under the White Ensign until her career ended abruptly in 1813 when she was wrecked off Ceylon.

In 1826, another fifth rate ship was commissioned and saw service until 1861, becoming the RNR drill ship in Bristol until 1911. The last vessel to bear the name was an ex-floating battery, refitted in 1915 as a depot ship for the new Royal Naval Air Service. The ship later reverted to a hulk.

HMS Daedalus next reappeared on shore in April 1916 as the Royal Naval Air Service training establishment at Cranwell where RNAS officers learned to fly. The name was discontinued with the formation of the Royal Air Force in 1918.

In 1939 the RAF handed Lee-on-Solent air station back to the Navy and the site was commissioned as HMS Daedalus.

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People in the News



TAKING THE PLUNGE

WITH THE water temperature hovering around the freezing mark, NN Julie Inkpen's venture through the ice could almost be seen as getting in out of the cold... the air temperature in Norway that day was down at minus 6 degrees C!

Julie is a member of the Medical Squadron of the Commando Logistics Regiment, and being slightly mad (self-designated) she volunteered for the "Through the Ice" training exercise required of Royals - though not of Naval nurses - during winter training in Norway.

The exercise aims to prove that it is possible to climb out again should you be so unfortunate as to drop through a frozen surface into icy water below. As well as gaining that reassurance, trainees are rewarded with a tot!

3 Commando Brigade RM were due to be heading home from their Arctic and mountain training in Norway shortly after *Navy News* went to press.

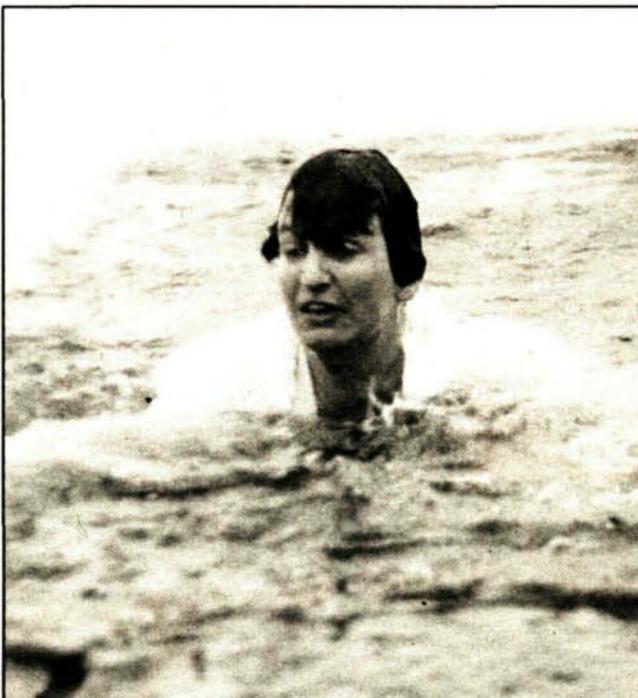
Together with Brigade HQ and the Logistics Regt, other formations involved were HQ and Signals Sqn, 539 Assault Sqn, 59 Independent Sqn Royal Engineers (an integral

part of the Brigade), elements of 29 Cdo Royal Artillery, Cdo Aviation Sqn (846 and 847 Sqns) and, for the first time in Norway as part of the Brigade, a squadron of the Household Cavalry Regiment and their Scimitar reconnaissance vehicles.

Demanding

Meanwhile, in waters almost balmy by comparison, Lt Claire Furlong (HMS Lancaster) and S/Lt Sarah Leach (University of Plymouth) were carrying out continuation training off Devonport.

Both qualified as ship's divers in the past two years but this was the first time they had dived together. They agreed the course was physically demanding, but they intend to persevere with diving and encourage other female officers and ratings to give it a try.



NN Julie Inkpen manages to ward off the cold while going "through the ice" in Norway. A warming tot awaited her and the Royal Marines for whom the exercise was devised.



Ship's divers S/Lt Sarah Leach and Lt Claire Furlong during continuation training at Devonport.

WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

Today, the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.



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Still Waters!



WHILST all around him was changing on board the Type 23 frigate HMS Iron Duke, CPO Muddy Waters added an element of constancy.

He joined her in build at Yarrow's yard in Glasgow in December 1990, as a petty officer under training, and left five years later - last of the "originals" to go and having passed for charge chief.

During his four years and 357 days on board Muddy served the ship admirably, often standing in as chief tif, under four COs, three Marine Engineering Officers and three deputy MEOS.

He helped see the vessel through basic operational sea training, area capability training, two NATO exercises, towed array patrol duties, Royal Yacht escort duties and a South Atlantic deployment.

Having joined Iron Duke in build, he left midway through her first docking period.

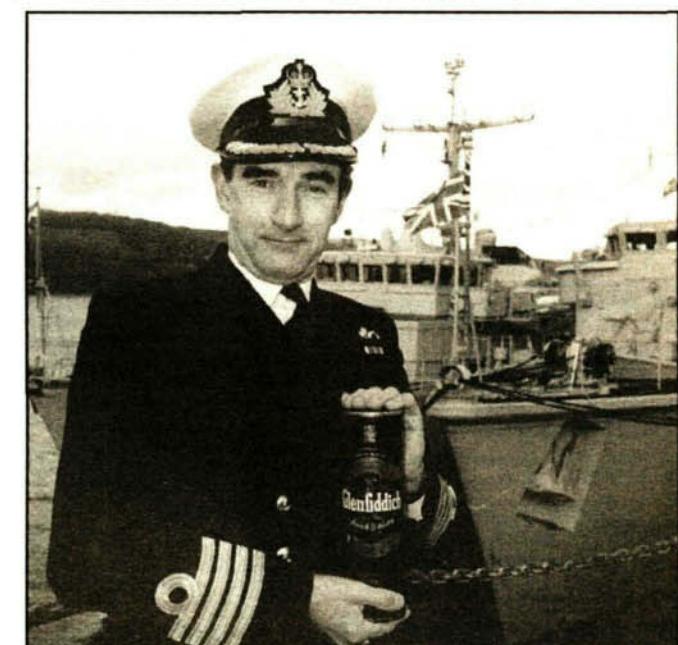
RHYME OF THE NOT SO ANCIENT MARINER . . .

LISTENERS to a BBC Radio Scotland programme were invited to compose a poem in the style of Rabbie Burns on issues which would have interested the poet had he been alive today...

And that challenge was right up the street of Capt Eric Thompson - who this month becomes the new Commodore and Director of Clyde Naval Base - as he has been honing his skill at writing humorous verse over the past decade.

His winning entry was based on "Tam O'Shanter" and called "Ally Shanter". In telling a footballing tale of Rangers and Celtic the poem also contained a message against drinking and driving. Capt Thompson's prize was a bottle of Scotch.

A regular speaker at Royal Navy Burns' suppers, he has a knack of creating witty poems about the Service in the style of Burns but in a language his mainly Sassenach audience can understand. His talent as an after dinner speaker also earns charity cash as he donates his fee to good causes.



Capt Eric Thompson, poet and Commodore Clyde Naval Base. He said, "I always knew I could make my Naval friends laugh; it's nice to know I can amuse others as well."

Flying start to careers



LWAC Helen Edwards and LAC Dave Hurren, joint winners of the Steven Mulcahy Trophy, at RN air station Portland.

LAC DAVE Hurren (Edinburgh Flight) and LWAC Helen Edwards (Montrose Flt) have shared the Steven Mulcahy Trophy, for achieving consistently high grades during the Leading Aircraft Controller qualifying course.

The 18-week course, held at the Royal Naval School of Helicopter Control, RN air station Portland, gives theoretical and practical training in the tactical control of helicopters and fixed wing aircraft at sea.

The Trophy commemorates PO Steven Mulcahy, an instructor at the school, who was killed in a road accident.

• Aircraft Control is a sideways entry branch and is permanently recruiting. Those interested in joining are invited to contact, in writing or by telephone, the Chief Instructor RNSHC, RNAS Portland, Dorset DT5 1BQ. Tel: 93875 5476.

Or contact your Divisional Officer - entry details are contained in BR1066 art.1526.

Queen grants honour to top RC chaplain

THE Queen has granted the Navy's Principal Roman Catholic Chaplain, Mgr Noel Mullin, the title Honorary Chaplain to Her Majesty.

It is the first time a Catholic military chaplain has been given this honour in the UK.

Bishop of the Forces, the Rt Rev Francis Walmsley, welcomed the appointment as an honour for all Catholics in the Royal Navy.

Welcomed

"The news will be welcomed by Mgr Mullin's Anglican, Church of Scotland and Free Church colleagues, too..."

"I know also that the chaplains and their flocks in the Army and the Air Force

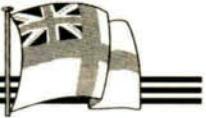
will join me in congratulating Mgr Mullin," he said.

The Monsignor is a priest of the diocese of Lancaster. Having joined the Naval chaplaincy in 1978, he became Principal RC Chaplain in 1993. He is attached to the staff of the Second Sea Lord.

He said, "Chaplaincy in the Royal Navy has always enjoyed good inter-church relations. More recently there has been an even greater impetus to work ecumenically.

"I believe that this honour, bestowed by Her Majesty on a Catholic priest, is a recognition of that inter-church co-operation and commitment to each other."

• The only other case of a Catholic chaplain being appointed an Honorary Chaplain to Her Majesty was in Australia 20 years ago.



People in the News



CROSS PURPOSES IN FORMER YUGOSLAVIA

COLONEL Tim Cross, Commander of Logistic Support for British Forces in the former Yugoslavia, met up with his son, Alex, a Royal Navy sub-lieutenant, in the central Bosnian town of Gornji Vakuf.

Alex was able to draw on his father's experience to see how British troops are supplied, transported and fed as they advance into new areas in the north and west of the country.

A student of electronic and electrical engineering at Loughborough University, Alex was reunited with his father during a two week stint based on board

the aircraft carrier HMS Illustrious to learn about the Naval operation in the Adriatic.

During his sea time he also visited the Royal Logistic Corps vessel Arakan, which, as an Army ship, comes under his father's control.

After he graduates, Alex is hoping to become a submarine weapons engineer.

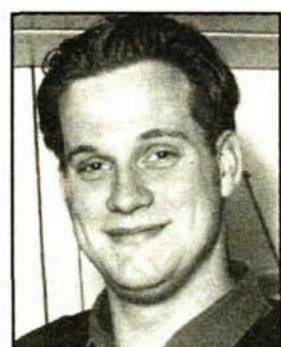
WEM(O) TO WEO

PETER Mills saw his career rocket him from WEM(O) to WEO in less than 18 months – surely one of the Navy's fastest career progressions.

Shortly after joining HMS Arun in April 1994 and being made responsible for maintaining the ship's 1942-vintage 40/60 gun, he was rated Acting LWEM(O).

The ship then lost her Weapon Engineering Officer without replacement six weeks before operational sea training and Peter was made Local Acting POWEM(O).

He led his department well through OST, achieving a good assessment and gaining much experience. In recognition, he was awarded a Commodore Mine Warfare Efficiency Prize, presented by the Northern Ireland



Squadron Commander, Cdr Tim Sewell.

All good things come to an end, however, and with the arrival of the new WEO-proprietor LAPOWEM Mills became LWEM(O) Mills once more.

Still, with a record like his, he should soon be heading on up again.

Navy celebrates with Arthur

EX-PO Arthur Abbott, who began his working life as a railway engineering apprentice before joining the Royal Navy in 1915, has celebrated his 100th birthday.

He stayed in the Service until 1937, but after two years working in Devonport Dockyard continuing his Navy trade in armoury, he was recalled for war service in 1939. Afterwards he returned to work in the dockyard until his retirement.

Arthur's Navy career took him around the world. His ships included Vivid, Valiant, Resolution, Cairo, Impregnable, Maidstone, Wren and Hermes.

Among those joining him at his Plymouth nursing home to mark his 100th birthday, were the Captain of HMS Drake, Capt Chris Waite, WO Bryan Elms, POW Sally Matthews and LWren Elaine Kellie.



POW Sally Matthews and LWren Elaine Kellie help Ex-PO Arthur Abbott celebrate his centenary.
Picture: LA(PHOT) Andy White

NINTH GLASGOW LAUNCHED



Just look at us now . . .



BACK in the late '60s LSA Knocker White and SAs Pincher Martin and Bunny Austin all served together on board HMS Eagle, under the command of Flag Officer Aircraft Carriers, during her Far East deployment.

Now, 28 years later, they are back together, all Warrant Officers (SA) in Naval Air Command. Pictured (l-r) with HMS Eagle's anchor outside the Fleet Air Arm Museum are Bunny, Knocker and Pincher.

CDR Tony Rix (left), CO of the full-size ship of the name, toasts the launch of the newest HMS Glasgow, the ninth.

The vessel, a 1:96 scale model of the Type 42 destroyer, was constructed by LWEM Bruno Brookes (right) during HMS Glasgow's deployment to the Adriatic.

Powered by two electric motors, the model is fully radio-controlled. Although some of its parts were bought, supply problems in the Adriatic forced Bruno to make many others himself.

He used 13ft of balsa wood, 8ft of marine plywood and three litres of fibreglass resin. The Sea Dart was one of the most intricate parts to construct, containing 42 pieces of balsa wood and being able to elevate and rotate.

Also pictured wishing the model well are Weapon Engineering Officer Lt Cdr George Ramshaw and Lt Richard Fletcher.

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Climb leader plans Himalayan conquest

A 12-STRONG team of Service mountaineers led by a Royal Marines major will next year attempt to make the first ascent from Nepal of a towering peak less than 5,000ft below the height of Everest.

The mountain, Gimmigela 1 (24,114ft) has been climbed only once before, two years ago, by a Japanese team ascending from the Indian side. It has never been climbed from the

Nepalese side because until the end of 1994 the Nepalese government did not make it available for mountaineering.

Expedition leader is Major Patrick Parsons of the Commando Logistic Regt who will form his team from among applicants in all three Armed Services.

Gimmigela 1, also known as The Twins, is situated in a remote part of north-east Nepal and is rarely visited. To approach it the expedition faces a two-week trek through the foothills of

the Himalayas to base camp at Pang Pema.

Very little has been documented about climbing on the mountain, and the proposed route is expected to be difficult and challenging. Service mountaineers with Himalayan experience will be given due priority during the selection process, but one of the objectives of the expedit is to introduce proven alpine climbers to the bigger ranges.

Ideally, applicants should have at

least two alpine mountaineering seasons to their credit. A base camp manager and medical officer will be required in addition to the climbing members.

Each member has to make a personal contribution of £800 to the expedit.

Applications should be made to Major Parsons at RM Barracks Chivenor, Barnstaple, N. Devon, EX31 4AZ (tel Chivenor Military ext 7002).

DCI JS 6/96

Internet link-up warning

USERS of Ministry of Defence computers are being warned about the security risk of connecting them to the Internet.

MOD systems accessing the Internet should be dedicated to the purpose – typically, a stand-alone personal computer – and process only unclassified information.

In exceptional cases, if there is a need to connect to the Internet an existing MOD system which processes Restricted information, an accredited "firewall" must be used. (A firewall is a software and hardware mechanism which protects the internal network from an external system).

The direct or indirect connection of any IT system processing or holding information at Confidential level and above is prohibited. Also prohibited is the loading of software which allows data link watches to download information.

DCI Gen 4/96 and 44/96



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ALSO ROYAL NAVY versus ROYAL AIR FORCE

Wednesday 10 April 1996 at Twickenham KO 3pm.

Tickets as above

Radon checks

DEFENCE workplaces and married quarters are being monitored for naturally occurring radon gas in areas known to be affected.

Radon, a radioactive gas produced from the decay of uranium, is given off in several areas of Britain, including Cornwall and the Highlands of Scotland.

A build-up of the gas poses a risk to health, so Commanding Officers are being reminded of their responsibility to monitor workplaces and Service homes where there is a potential for exposure – especially in poorly ventilated areas.

An action level of 400 becquerels of radon per cubic metre of air has been set for the workplace, with the level for homes being half that. In the case of workplaces, radon concentration in 95 per cent of them have been found to be below the action level.

DCI Gen 16/96

THIS regular feature gives general information about new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

THE MINISTRY of Defence is prepared to allow civilians to conduct paintballing games on its land.

MOD recognises that paintballing can complement certain types of military training and can be a means of generating income from the Defence estate through licensing to civilian clubs.

Licences may be granted at the discretion of training area commandants in consultation with the Defence Land Agents. Licensed clubs must have public liability insurance and must be members of the European Paintball Sports Federation.

DCI Gen 15/96

five return journeys a week for distances up to 100 miles in each direction – provided the weekly mileage total does not exceed 300 and that budget funds are available.

Refunds may be claimed for external courses, Open University courses, distance-learning, resettlement preparation courses, external examinations and NVQ courses.

Before embarking on a course for which a refund may be claimed, the applicant must be interviewed by the local education officer or equivalent.

DCI JS 13/96

Paintball gamers to use MOD land



'We can only use Pusser's Grey!'

Wanted – watchers on the shore...

THE ROYAL Navy is seeking more observers to take part in a worldwide intelligence network to monitor the movement of foreign merchant ships.

Reporters for Operation Hornbeam – originally conceived to monitor the movements of Soviet Bloc shipping around UK waters – are drawn mainly from civil maritime organisations, Customs and Excise HM Coastguard and members of the RN.

To reflect the changing times, Hornbeam was extended in 1993 to collect data on a wider range of shipping, an initiative that has proved highly successful in combating such ills as terrorism, drug trafficking and embargo breaking.

The aim of Hornbeam is to contribute to the monitoring of "vessels of interest" – all foreign registered ships of over 100 gross tons using UK ports anchorages and, where possible, offshore territorial waters.

Big task

Reports on smaller ships are only required if their conduct or movements are unusual.

Hornbeam cells are situated at Maritime HQ Plymouth and at the HQ of Flag Officer Scotland, Northern England and Northern Ireland. Reports by observers are made to these cells via 24-hour BT Freephone and Freefax systems.

The massive task of maintaining a database on the world's merchant ship movements is being conducted in close co-operation with the USA.

Anyone who considers they could make a useful contribution to Operation Hornbeam should contact the OIC Hornbeam (South), MHQ Plymouth, Richmond Walk, Plymouth PL1 4SG, or the OIC Hornbeam (North), HM Naval Base Faslane, Dumbartonshire, G84 8HL.

DCI Gen 52/96

College winner

THE HERBERT Lott prize for the most outstanding student on the RN Staff College course in 1995 has gone to a submariner, Cdr Philip Mathias. The Herbert Lott award for the best maritime studies paper was won by Cdr Ian Jess, and the Pelican Prize for the most outstanding foreign student went to Lt Cdr A. K. Chawla of the Indian navy.

DCI Gen 49/96

Up for bidding – the new oiler to come after the Olwens

TENDERS for design and build of up to two new 27,000 tonne oil tankers for the Royal Fleet Auxiliary were invited by the Ministry of Defence last month.

Two companies, BAE SEMA who are teaming with Kvaerner Govan Ltd, and GEC Marine's VSEL are being asked to bid for the new "auxiliary oilers" to replace the ageing Olwen class fleet tankers, in service since the mid 1960s.

Expected to be operational by the end of the century, they will be double hulled tankers capable of replenishing a pair of naval ships at sea at a time and will have a flight deck and hangar for a single Merlin helicopter.

They will be built largely to commercial standards with some military features, having a range of 8,000 miles, a top speed of 18 knots.

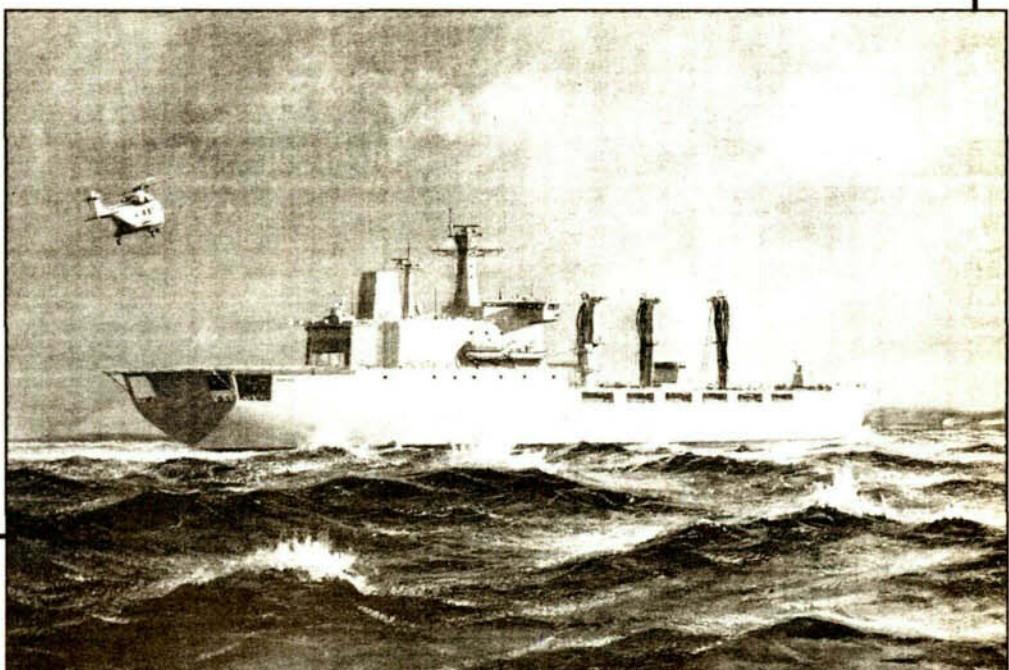
and offering provision of dieso, avcat, fresh water and a limited stores capability.

A number of new features will include diesel electric propulsion, integrated bridge design and a membrane inert gas plant.

Self defence

The ship will have a limited self defence capability, military communications fitted and limited command and control facilities.

There will be accommodation for 80 RFA and 22 RN personnel.



● An artist's impression of the new auxiliary oiler due to enter service at the turn of the century.

Submariners museum has 200 friends

VITAL dehumidifying equipment for HMS Alliance has been funded by the newly formed Society of Friends of the Royal Navy Submarine Museum.

Naafi's best and worst

NAAFI returned £13.1m to the Armed Forces last year, despite its being, in financial terms, the toughest faced in the corporation's 74-year history.

Servicemen and women received £5.74m in rebate from sales, £5.76m income from gambling machines and £744,000 from amusement machines.

Naafi says that, when taking troop cuts into account it is returning more money per head than ever before.

Obligation to pay rebate on its sales meant that for the first time it recorded a deficit – of £4,263m.

This reflects the costs of starting up the food supply to the Armed Forces contract, taken over in October 1994. Naafi's core trade – shops, clubs and financial services – continued to trade profitably.

● Homeplan, a new home contents insurance scheme, has been launched by Naafi. Underwritten by General Accident, the overall sum insured under the standard cover is £30,000, with premiums based on a home's location and number of bedrooms. Tel 0115 935 4000 for details.

Captain George Hayhoe, secretary of the Friends who already number over 200, told *Navy News* they had asked for a priority list of projects needing help.

"The museum attracted 54,500 visitors last year and is an important element of the Gosport and Portsmouth Millennium Project which presents an exciting challenge for the Director and his small staff," he said.

Formed under the presidency of Lady Fieldhouse with Rear Admiral John Hervey as chairman, the Friends aimed to give the museum much more than moral support, as well as preserving the heritage of the Submarine Service in general.

Privileges

Membership – for as little as £10 a year – was open to all and carried special privileges such as unlimited free entry, with a guest, to the museum complex at HMS Dolphin, Gosport, and organised tours and visits.

Youngest member was George Chapman, whose father was serving in HMS Victorious and who celebrated his fourth birthday with a party in HMS Alliance last month.

First annual meeting of the Friends will be held at the Museum on July 5 and will be followed by a reception on board HMS Alliance. For details of membership, write to Captain Hayhoe, c/o RN Submarine Museum, Haslar Jetty Road, Gosport PO12 2AS.

Looking at Clyde's new look

DEFENCE Secretary Michael Portillo visited the new Clyde Naval Base and the RN Armaments Depot at Coulport.

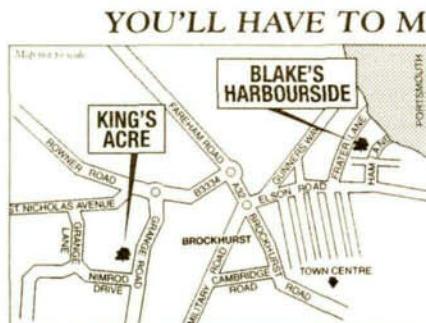
He called on board HMS Sandown, one of the minehunters now based at Faslane, and inspected the shiplift, the new Northern Diving Group (see page 9) and the Submarine Command Team Trainer before spending the rest of the day at sea in a Vanguard class Trident submarine.

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NEWSVIEW

Getting the message across

IN HIS video message to the Fleet, previewed in this 500th edition of Navy News (see page 29) First Sea Lord Admiral Sir Jock Slater says most people are unaware of how much work the Navy does for the country – and of how hard it works.

It is a sad fact of life in this era of super-fast communications that the Navy paradoxically has more of an uphill struggle to get that message across – to get any message across – than ever before.

Because an ever-growing variety of images and 'sound bites' is vying for the attention of a public whose attention span is growing ever shorter.

Civil war in Europe and violence in its streets concentrates the public mind only in fits and starts – until it is diverted by the latest development in one of the TV soaps.

Meanwhile the Navy's work goes on as it must, noticed or not, the fictional and off-screen doings of the denizens of Albert Square notwithstanding.

Growing public

Over the past 42 years Navy News has been carrying reports of that work to a steadily growing public of its own – one that has grown as the Navy itself has reduced, in manpower if not in the power of its hardware.

A public presently half a million strong, worldwide.

In the latter part of that period the Navy's commitments (now being kept with 40 per cent fewer destroyers and frigates than it had five years ago) in the Adriatic, the Gulf, the West Indies, the South Atlantic, the Antarctic and the Far East – not to mention its contribution to NATO that was for long its chief preoccupation in the light of the Soviet threat – have received consistent coverage in Navy News during all the times when the rest of the media lost interest.

Vigilance

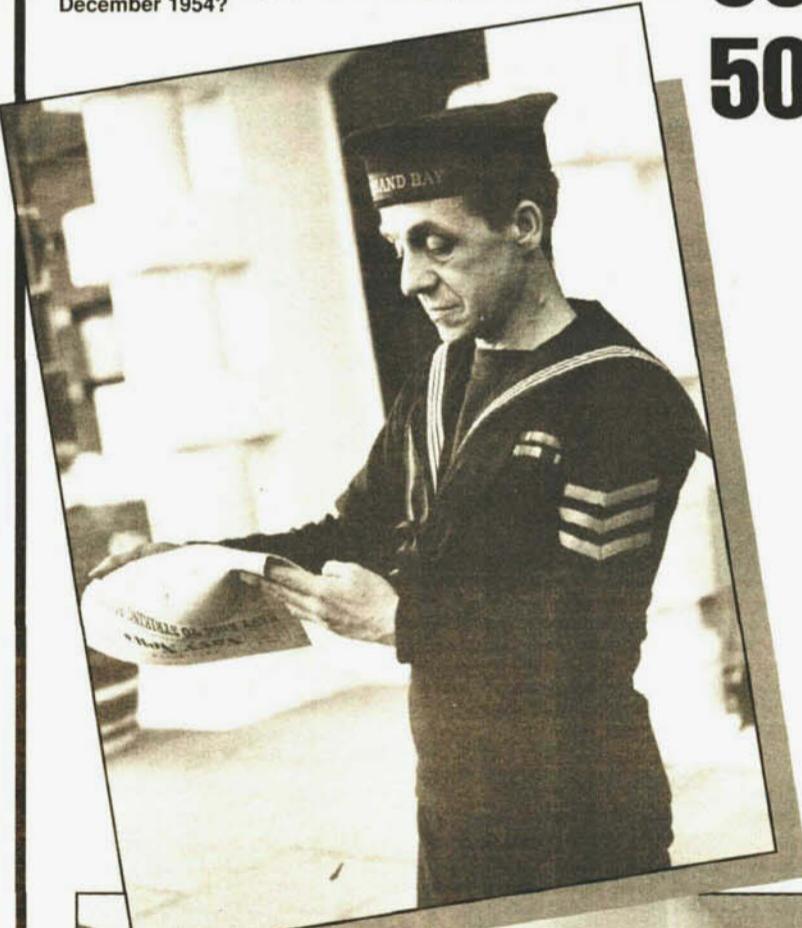
It has paid close attention, too, to the Navy's work in humanitarian relief and rescue operations which seldom get the recognition they deserve elsewhere.

For the latter, this month's issue has reports of lives saved in home waters, the Caribbean and the Adriatic, thanks to the vigilance of RN units.

Publicity can be an expensive business, of course. Our own message to the Navy is to let us know your message – and we will carry it on to our readers free of charge.

Each month some of them are actually prepared to pay less than the price of a third of a pint to read it.

One of our first readers – note the blue cap worn in winter until 1956. Who was this seasoned 'Stripey' from HMS Cawsand Bay photographed catching up on the Navy News of December 1954?



The Prince of Wales visits Navy News' new offices at HMS Nelson, Portsmouth, March 10, 1995.

500 editions – and 500,000 readers

As many as half a million people around the world will be reading this month's Navy News – the 500th edition.

Although its prime function is to serve as the newspaper of the Senior Service, it clearly reaches a much wider audience. Indeed, recent market research has shown that fully 40 per cent of its readership has no RN connection whatsoever, past or present.

A couple of years ago the then First Sea Lord Admiral Sir Benjamin Bathurst noted: "Navy News' readership has grown as the Navy's complement has reduced. This suggests to me that the level of interest in our affairs outside the serving Navy shows no sign of waning..."

When Navy News first appeared in 1954 – the serving strength of the Fleet was then 139,000, nearly three times the present total – it was purely the 'Portsmouth Navy News'.

In less than two years it grew to serve the whole of the RN and under the dynamic editorship of the late Bill Wilkinson MBE (1965-76) cir-

culation soared from 25,000 to over 70,000.

It continued to grow under his successor, John Tucker OBE, (1976-93) occasionally topping the 100,000 mark, and has remained at around its regular peak of 80,000 ever since the Falklands War of 1982. The high pass-on rate indicates a readership approaching 500,000.

Since it first entered the British Association of Industrial Editors (now the British Association of Communicators in Business) competition in 1972 Navy News has collected a total of 68 awards without missing a single year – a unique achievement.

HIGH PROFILE PRIZE



TO MARK its 500th issue Navy News is instituting an annual 'PR Unit of the Year' trophy together with a £100 prize for the ship or establishment it considers to have made the best sustained contribution to the paper.

The winner will be announced in the autumn.

Navy air lifeline in snow-bound Scotland . . . and Marines save skier's life in Norway

RESCUERS IN ACTION TO BEAT CHAOS OF COLD WAR

AS ARCTIC weather brought Scotland to a standstill, Royal Navy helicopters there experienced their busiest days of the winter as calls for help came in thick and fast.

And while Sea King helicopters from HMS Gannet were flying missions of mercy across huge snow drifts, Royal Marines in Norway, exercising in similar temperatures – but much less snow – saved the life of a skier whose leg had been severed in an horrific accident at the ski resort of Hemsedal.

The Norwegian's limb had been sliced off above the knee when he hit a barrier at speed after a collision with another Norwegian skier. The

accident was witnessed by three Royal Marines who managed to place a tourniquet on the leg to control the bleeding, one of them skiing to the resort rescue centre to summon help.

Mne Neil Colclough of Sp Company 42 Cdo, and Mnes Neil Ledger and Dave Morgan of Comms Troop, HQ & Signals, were highly praised by the ski resort and local police for taking swift and effective action to save the injured man's life.

Meanwhile, maximum advantage

was taken by 3 Commando Brigade of the Arctic training facilities in and around the Valdres Valley. Among the visitors to see the Royal Marines go through their paces were C-in-C Fleet, Admiral Sir Peter Abbott, the Commandant General RM, Lt Gen Sir Robin Ross, and Maj Gen Constantin Goga of the Romanian Mountain Brigade.

While temperatures averaged minus 20C, there was surprisingly little snowfall for the time of year – which could not be said for Britain. There the emergency services

were brought to a standstill in the worst blizzards to hit southern Scotland for quarter of a century.

Helicopters of 819 Naval Air Squadron at Gannet replaced the paralysed ambulance service to fly a woman, 26 weeks pregnant with twins, from Stranraer to Glasgow for urgent hospital treatment after complications set in.

While in the air the crew was directed to Ayr hospital to pick up a four-week-old baby in an incubator. He was suffering from heart problems and was flown to a special

baby unit at the Queen Mother's Hospital at Yorkhill, Glasgow.

As a second 819 aircraft headed south to Kirkcudbright to find a downed electricity cable for Scottish Power, the other Sea King was back in action taking a woman suffering from back injuries to specialist treatment at Edinburgh's Western General Hospital.

However, heavy snow and visibility of less than three-quarters of a mile prevented the helicopter from reaching the east coast, so instead it took the patient to Glasgow.



Passing among trees like snow castles, members of HQ & Signals Sqn Winter Warfare Course move through a training area during deployment in Norway. Picture: PO(PHOT) Andy Chetty

Final parade for Plymouth Colour

IN A SOLEMN ceremony at Devonport, the last Sovereign's Colour to be held by the naval base was laid up in the Church of St Nicholas, HMS Drake.

The laying up followed the announcement last year that the post of Flag Officer Plymouth would be abolished on February 14.

The Colour, which was presented to the then Flag Officer Plymouth by Queen Elizabeth the Queen Mother in 1953, was paraded for the last time at ceremonial divisions in the drill shed at HMS Drake.

The Lord Lieutenants of Devon and Cornwall represented the Queen. Former Plymouth Flag Officers, MPs and local dignitaries also attended.

Special guest

One of the guests – Plymouth pub landlord Michael Neale – had been specially sought out as the seven-year-old boy who in 1953 gave the Queen Mother a bouquet at the Colour presentation almost 43 years ago.

The service was conducted by RN chaplains the Revs. S. J. Golding, A. W. P. Pudner and Richard Madders.

The hauling down of the flag of FO Plymouth on February 14 prompted the following signal from the First Sea Lord, Admiral Sir Jock Slater:

"This marks the end of nearly 27 years of this outstandingly successful focus for the Royal Navy's operations in the South West since C-in-C Plymouth hauled down his flag."

"HMS Scylla, the last ship to



The Flag of Flag Officer Plymouth is hauled down for the last time by SE Sharon Brown.
Picture: LA(PHOT) Gary Hay

be built in Devonport dockyard, put to sea in 1969, the year the flag (of FO Plymouth) was first raised. Since then nuclear submarines and modern escorts have made Plymouth their home, soon to be joined by new amphibious ships.

"I pay tribute to the impressive

achievements of a taut organisation – both uniformed and civilian – which ably supports ships, submarines, Service men and women and their families.

"As a new chapter opens and the mantle of the Area Flag Officer is passed to the Flag Officer Sea Training and the

Naval Base Commander, I am confident that the same traditions, high standards and dedication which have characterised this command will be continued for many years to come."

• The Queen's Colour held by Portsmouth will be laid up on March 29.

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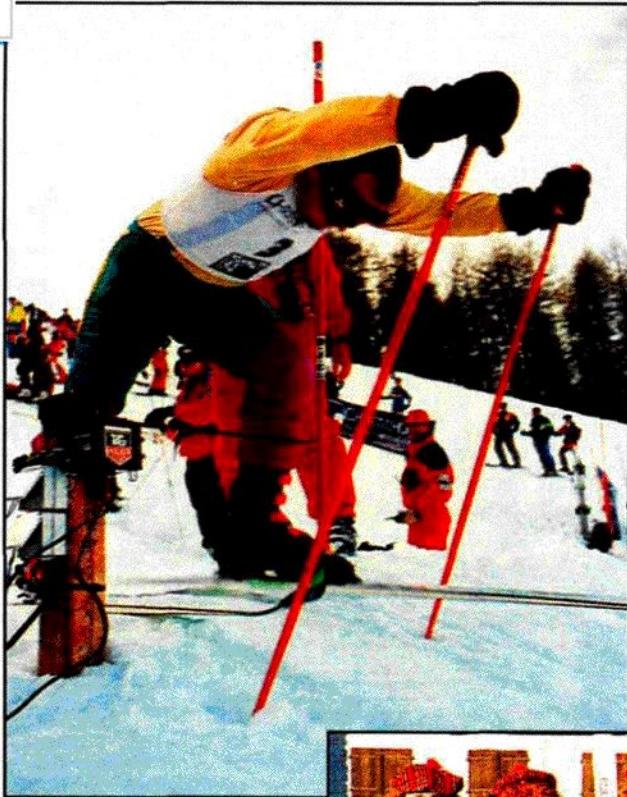
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Above: Start gates were controlled by a state-of-the-art time keeping system activated automatically by the competitor at the start and finish of each run

Right: HMS Cochrane's team model the latest Scottish skiwear

Below: A group of beginners on the nursery slopes with their instructor Tommy Wallace. Beginners are encouraged to return each year to improve their skiing and to compete at increasingly high levels.



In at the deep end

THE ALPINE Ski Championships are open to all serving personnel and more than 140 at this year's event arrived with little or no skiing experience.

But after a week with the RNWSA's team of dedicated instructors, 64 were ready for their first race, a 20-gate slalom.

Navy News Assistant Editor Dominic Blake was in Valloire to cover the Championships, and entered the novice's event at the end of race week.

He said: "The race is a fantastic experience and a very exciting way to put all you have learned to the test. It also makes you appreciate the skill of the senior competitors -- it isn't as easy as it looks!"

The team

The team of instructors, WO(SC) Tommy Wallace, Lt Cdr Bob James, Mrs Lynne James, POWEM Paul Hallas, WO(CK) Gary Cooper and Lt Jim Norris, were available to anyone in need of tuition.

WO Wallace said: "We are hoping that the people we are teaching will get a bug for racing and that they will keep coming back. After a couple of seasons they really get into it."

And he was particularly grateful to dry slope instructor Lynne James who gave up her holiday to help the team cope with the number of beginners. "Lynne has been absolutely excellent" he said. "She offered to step in and it was very much appreciated."



RNWSA instructors WO(SC) Tommy Wallace, Mrs Lynne James, Lt Cdr Bob James, WO(CK) Gary Cooper and POWEM Paul Hallas. They are pictured with the two Citroen Synergie sponsored Woods Car Rental.

The low down on t

RN ALPINE SKI CHAMPIONSHIPS VALLOIRE, 1996

HUNDREDS of Navy skiers descended on the French resort of Valloire for the 1996 Alpine Championships.

The annual event attracts more competitors than any other in the RN sporting calendar, with dozens of major and minor ships and establishments taking part.

The races are designed to cater for skiers of every ability, from expert to complete beginner, with the aim of encouraging as many competitors as possible to progress and return each year.

Race week began with the Individual Giant Slalom with winner Lt Jeff Choat of 750 NAS shaving two seconds off the time of his nearest competitor, RN Squad Captain Keith Mills.

HMS Heron was able to draw on some very experienced skiers for the Major Team Giant Slalom, and a solid team performance gave them the edge over runners-up Seahawk and Nelson.

750 NAS established their domination of the minor ships events with a comfortable victory in the Minor Team Giant Slalom, with RMR Bristol and FONA in second and third place.

The RNWSA Club teams raced in the same event with veterans Capt Robin Kerr, Capt Gordon Wilson, Mrs Fleur Rutherford and Mrs J de Halpert taking the honours.

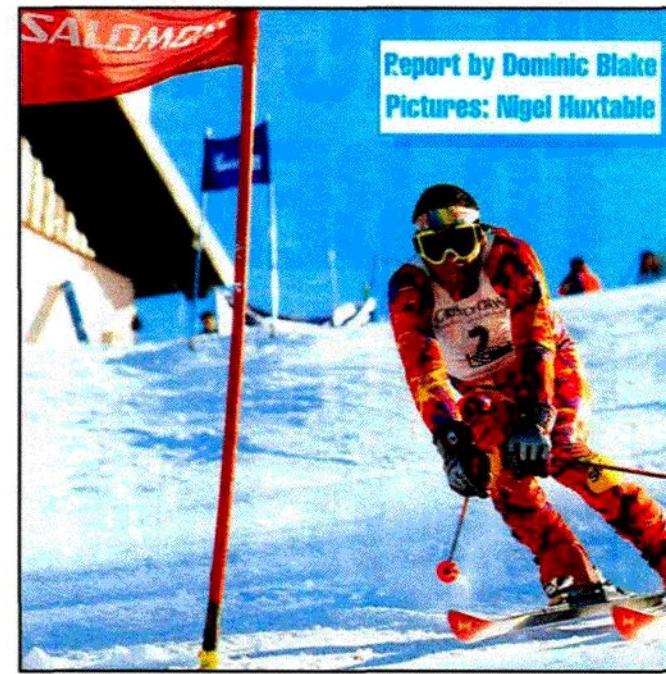
HMS Nelson capitalised on two Heron disqualifications and the excellent form of CPO Nick Griffin to secure the Major Team Giant Slalom and the Overall Major Team title.

Battle

The Inter Command Races proved to be another exciting battle between Naval Air Command and the Royal Marines.

Naval Air Command's Lt Jeff Choat set the pace in the Command Super Giant Slalom, descending the 495m vertical drop between start and finish in just 96 seconds, but with four Royal Marines finishing within the next five places the event was theirs.

The Royal Marines were stretched by a fall in the first run of the Slalom and Naval Air



Report by Dominic Blake
Pictures: Nigel Huxtable

Command's even skiers held the advantage through run two to win.

But the Royal Marines success in the earlier Super G still gave them an overall points advantage as they went into the Command Giant Slalom, their strongest event.

Marines Sgt Ross Barbour found peak form in the race where all ten fastest finishers came from RM and NAC teams.



Ladies Overall Champion POWPT Carole Strong skied for Plymouth in the Command Super G, finishing in 112.8 seconds.

Race to ne

THE RESORT of Valloire was given the 'thumps up' by competitors after its first year as host of the RNWSA Championships.

Experienced racers said that conditions in the resort were the best they had encountered.

Navy individual champion Jeff Choat said: "The pistes have been excellent. They are very hard so the number one racer gets almost the same conditions as the guy that's going out 130th."

"In softer snow the piste ruts up after about 20 or 30 runs where everyone is turn-

the slopes



Left: Captain Keith Mills who led the Royal Marines to victory in the Inter Command Racing. This was his last season as Captain of the Royal Navy Squad.

Right: Visitors from the Australian Army Men and Women's Squad added colour to the 1996 Championships, but they raced for honours only.

Below: Lt Al Goode opens Portsmouth Command's bid for the Giant Slalom



RESULTS IN FULL

Inter Command

Christchurch Insurance Cup for Intercommand Champions the Royal Marines, runners-up Naval Air Command.

The President's Cup (Intercommand Giant Slalom) Royal Marines, runners-up Naval Air Command.

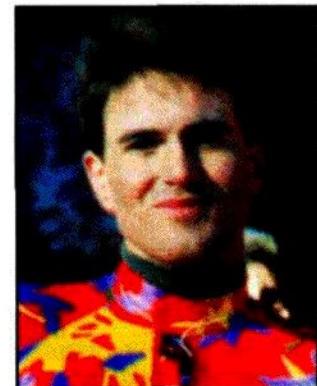
The Trevor Jones Shield (Intercommand Slalom) Naval Air Command, runners-up Royal Marines.

The St Vincent Cup (Intercommand Super Giant Slalom) Royal Marines, runners-up Naval Air Command.

Intercommand Giant Slalom Sgt Ross Barbour, runner-up Lt Jeff Choat.

Intercommand Slalom Lt Jeff Choat, runner-up Sgt Ross Barbour.

Intercommand Super Giant Slalom Lt Jeff Choat (winning the Richard Madely Trophy) runner-up Sgt Ross Barbour.



Lt Jeff Choat, 1996 Overall Champion, likely to captain next year's RN squad team.

The Carole Wilson Salver for Ladies Overall Champion POWPT Carole Strong, runner-up LWWTR Andrea Hart.

Expert Individual Giant Slalom (Men) Lt Jeff Choat, runner-up Capt Keith Mills.

Expert Individual Giant Slalom (Ladies) LWWTR Andrea Hart, runner-up POWPT Carole Strong.

The Andrew Baird Salver for Combined Event Non-expert (Men) Lt Arthur Mitchell, runner-up CMEA Rolly Schofield.

The Thorley Trophy presented for the last time to Combined Event Non-expert (Ladies) Lt Kate Lewis, runner-up S/Lt Sarah White.

Advanced Individual Giant Slalom (Men) Lt Arthur Mitchell, runner-up Lt Debbs Bhattacharya.

Advanced Individual Giant Slalom (Ladies) S/Lt Ellie Squire, runner-up Lt Kate Lewis.

Upper Intermediate Giant Slalom (Men) Lt Jerry Butler, runner-up LREG Taff Pugh.

Lower Intermediate Giant Slalom Lt Mark Ogilvie, runner-up PO(EW) Phil Elston (with apologies to Mr Freddie Freestone who recorded a faster time but had to be reclassified).

Lower Intermediate Giant Slalom (Ladies) LWSA Emma Walkden, runner-up Julie Freeman.

Basic Individual Giant Slalom (Men) Lt Phil Carpenter, runner-up Lt Andy Naylor.

Basic Individual Giant Slalom (Ladies) Miss Pat Tidy, runner-up POWPT Elaine David.

Beginner (Men) OM(AW) Alec Necic (awarded a pair of Fischer skis and the Midshipman James Trophy) runner-up POMEA Ian Sutton.

Beginner (Ladies) LWWTR Sharon Brown (awarded Fischer skis) runner-up Helen Tremlett.

Novice (Men) LMEA Gary Jackson (awarded Fischer skis) runner-up LCK John Murray.

Novice (Ladies) LWRN Mo Milne (awarded Fischer skis) runner-up LWAEA Tracey Parkes.

Junior, James O'Brien

Veteran (Men) CPO Nick Griffin, runner-up Lt Mark Low.

Veteran (Ladies) Lt Cdr Liz Spencer, runner-up Miss Sue Millward.

Super Veteran Capt Mike Johnson, runner-up CPOMEA Alan Buller.

Debutants Award, Mr Frank Allen (presented with Fischer skis).



Thank you

THE SKI championships could not have been staged without major input from Christchurch Insurance Brokers who were the chief sponsors of the 1996 event.

The organisers would also like to thank Woods Car Rental for the use of two Citroen Synergies, the Sports Lottery for assisted travel, the resort of Valloire for lift passes and accommodation and SkiWorld for donating six sets of skis for prizes.



Anxious moments: CSgt Dave O'Connor and Lt Kate Lewis wait for their times to be announced during the team slalom



THE RN WINTER Sports Association Committee worked flat out, both on and off the piste, often late into the night, to ensure the competition ran like clockwork. They are (from back row left to right) championship organiser Lt Neil Riches, Hill Team Fred Whitworth, LCK John Murray, Dr Sally Murray, Lt Cdr Duncan Reid, Technical Delegate Maud

Instone, Race Secretary Lt Cdr Andrea Crook, Lt Cdr Larry Young, Cdr David Morris, WO Henry Cooper, Cdr Mark Rothwell, (front) Cdr Andy Gregory, Lt Andy Hepworth, Lt Cdr Richard Ellis, CPO Steve Bulley, and CCMEA Ray Vere. Missing are Membership Secretary Lt Cdr Mike Blowers and Results Co-ordinator Lt Dickie Smith.

Fond farewells

THE 1996 Championships were the last for three stalwarts of Navy Skiing.

It was the final year as President of the RN Winter Sports Association for Vice Admiral Malcolm Rutherford, who presided over the past three championships and is the founder member of the ski-mountaineering branch of the association. He hands over to Rear Admiral John Trewby.

Lt Neil Riches from HMS Dryad steps down as Championship Organiser after six years in the demanding post and many more as a command-level skier and committee member. Lt Riches was instrumental in computerising the race results and in making the championships much more accessible by recruiting SkiWorld to deal with all travel arrangements. He hands over to Lt Cdr Richard Ellis from MOD London.

Finally, RN Squad Captain Capt Keith Mills is leaving the Royal Marines this year. He has set a record by representing Navy skiing at all levels for ten successive years. He looks likely to be replaced as Navy Squad Captain by Lt Jeff Choat.

warm new venue

ing in the same place, but here it's actually icy so everyone gets the same."

The courses themselves were expertly managed by the Ecole Ski du France team who went on to stage the Super G World Cup at Valloire.

Away from the race area there are 150 kilometres of piste to suit all abilities and over 100 snow cannon to help keep the slopes open.

The resort of Valloire arranged accommodation and lift passes for all the RNWSA Committee members and is expected to remain the venue for the championships until at least 1998.

For full details of next year's championships watch out for the RNWSA notice in September or October's DCIs or contact SkiWorld on 0171 602 0722.

Submarine CO's wife receives uncanny signal *de profundis* . . .

TWO NEW picture albums of naval action in World War II have rather missed the boat now all the anniversaries have passed, though both have something new to offer.

The Imperial War Museum Book of the War at Sea – The Royal Navy in the Second World War (£25) is surprisingly let down by its illustrations, many of which are already familiar images and which include a mixed bag of paintings reproduced in colour.

It succeeds by letting the participants tell their own stories, with the benefit of the Museum's vast archive of writings and recordings expertly linked by Julian Thompson.

The stark simplicity of these, stripped of any literary pretension, bring home the horrors with particular force – as with these descriptions of depth charging:

"We went to silent routine and started creeping away. We'd got

about half a mile away, and one of the stokers dropped a bloody great wheel spanner, it could have been heard miles away from up top. The whole lot came charging down. You could hear the chuff of the screws coming over. We were at about 300 ft and stopped.

Snowmen

"I actually heard the splash of the depth charges going in, and the click of the hydrostatic pistols just before they went off. We all looked like snowmen, covered with the white cork from the deckhead." (PO Ian Nethercott).

"My worst experience was being depth-charged when we were pushed down 400ft, 100ft lower than the design depth. A lot of damage was done, includ-



A destroyer rescuing survivors, 1942 by Richard Eurich is one of 20 war paintings reproduced in colour in the Imperial War Museum's Book of The War at Sea. Other artists whose work is featured include Eric Ravilious and Edward Ardizzone.

ing all the compasses... "When you are depth charged, you wonder if you are going to come out of it. I thought of my family. At 2 o'clock in the morning, my wife was woken by my photograph falling off the chest of drawers in her bedroom. She was very shocked and immediately said, 'Aston is in trouble'. Later I compared dates and times with my wife, and it was exactly the same time." (Lt Cdr Aston Piper RNVR, CO of Unsparing).

Paul Kemp's **A Pictorial History of the Sea War 1939-1945** (Arms & Armour £20) scores with a better – and much bigger – selection of closely captioned photographs derived from archives around the world.

He has sensibly eschewed many of the better known ones and his choice is well served by some excellent design work – half the battle in making this sort of book – jump off the coffee table.

– JFA

WHY THE JAPANESE KNOW WHO THEIR FRIENDS ARE!

VICE-ADMIRAL Sir Hugh Mackenzie, whose memoirs "The Sword of Damocles" were reviewed in *Navy News* last month, was famously the victim of friendly fire.

His wartime command HMS Thrasher has a claim to having been the most damaged British submarine of the Second World War after three depth charges dropped around her by a Swordfish of the Fleet Air Arm's 815 Squadron on July 26, 1942, caused a list of injuries covering two densely typed sheets of foolscap.

The fact that the boat survived this hammering testified both to her excellent construction and to

the fact that the 250lb depth charge was not big enough, Mackenzie's Flotilla Captain Capt S.M. Raw observed.

Sanctuary

The prolific Paul Kemp has found no trace of the proceedings of the subsequent inquiry, but notes that the aircrew had not been advised that Thrasher was operating in the middle of a submarine "sanctuary" where a total bombing restriction was in force and that following the loss of the submarine depot ship HMS Medway a month earlier Rear Admiral Philip Vian had ordered a maximum effort in

anti-submarine operations.

In fact much of the information in **Friend or Foe**, published by Leo Cooper at £18.95, has not appeared in print before.

The author has been helped by growing pressure on governments to release hitherto classified documents and has assembled over a hundred instances of engagements between ships, submarines and aircraft on the same side between 1939-45.

Own goals

This period is perhaps unfairly spotlighted since "own goals" in warfare are as old as warfare itself.

Interestingly, no record can be found of the Japanese suffering any – and, at first sight surprisingly, submarine vs ship engagements are discovered to be the smallest category of friendly fire incidents at sea.

Joint Zones

Yet submarines operated alone and it was highly unusual to have surface forces operating in areas where their own submarines were on patrol – except in the Pacific where so-called Joint Zones were established.

In such an area a target could only be attacked once it had been positively identified as hostile.

– JFA

Skulduggery down New Orleans way

THE SCENT of Betrayal (Macmillan £15.99), David Donachie's fifth tale of skulduggery on the high seas featuring privateer Harry Ludlow, is set in New Orleans in 1795.

The discovery of an abandoned Spanish merchant ship plunges our hero into the midst of a far-reaching conspiracy fuelled by jealousy, personal ambition and nationalistic fervour.

The Spanish are suspicious of Harry's part in the affair and the Bucephalus (sic) is escorted to New Orleans and left under the

guns of the harbour fort while the whereabouts of the ship's cargo is investigated.

They are not interested in the bales of cotton and barrels of sugar left aboard the deserted ship. Something far more valuable is missing and Harry is in dreadful danger as a result...

– JFA

Updated evaluation of the world's fighting ships includes lately released information

CONWAY'S All the World's Fighting Ships 1947-1995 (Conway Maritime £75) brings up to date a highly praised series of reference books which cover the whole history of iron and steel warships.

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Thus, in the present volume every entry from Albania to Zimbabwe has come under

fresh scrutiny. Coverage is broad and deep, extending down to minor patrol and landing craft in even the smallest navies.

That said, though, fleet support and replenishment ships have had to be omitted for reasons of space despite their enhanced post-war importance...

These are specifically

"fighting ships", then – only a few auxiliaries with specific combat value are included and non-naval maritime forces (coast guard, army, police or fishery protection services) are left out unless they enjoy a close relationship, like the US Coast Guard, with the national navy.

– JFA

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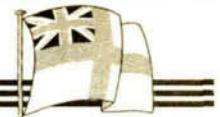
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Historic photos plucked from the Weddell Sea

AUSTRALIAN photographer Frank Hurley was a member of Sir Ernest Shackleton's famous Antarctic expedition of 1914-17, in which his ship the Endurance was crushed and sunk in the ice.

His glass plate negatives almost went down with her - but Hurley, braving the freezing water and grinding ice floes, dived into the Weddell Sea and recovered them.

Over 400 had to be destroyed, though, leaving less than 100 to tell the story in what has been described as "the finest group of news photographs ever made."

A limited edition of 35 of these, now owned by the Royal Geographical Society, has been issued by Atlas Limited Editions, each priced between £140-£195. Tel 0171 486 4195 for details.

Eerie glow

Slides taken by Hurley were used by expedition member Dr Leonard Hussey to illustrate a lecture tour around Britain he made on his return. These have now been employed by Geoff Selley FRGS together with Hussey's original notes, to recreate the lecture in the authentic eerie glow of the magic lantern.

He will be presenting *The Greatest Survival Story Ever Told* on board HMS Endurance on her return from her current Antarctic deployment - and at HMS Nelson on Nov 9. Contact

• Frank Hurley himself appears in this picture from the collection, feeding the dogs at their kennels beside the ice-bound ship.



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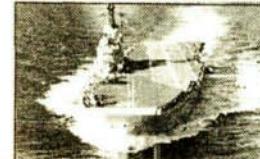
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BOND IS BACK



James Bond (Pierce Brosnan) gets to grips with Natalya (Isabella Scorupco) in *GoldenEye*.

WHEN the first James Bond movie was released (in 1962 - *Dr No*), Kennedy hadn't been shot, the Beatles hadn't made the charts and Eric Cantona's parents hadn't even met.

The world turns and here we are now with *GoldenEye* seeing the advent of James the Fifth, or Sixth if you count an even earlier American TV incarnation, in the person of Pierce Brosnan.

Apart from appearing a touch wiry, putting him at a disadvantage in scenes involving major thumping, Pierce is perhaps the most satisfactory 007 since the original - lean, sardonic, with the requisite touch of top-drawer ruthlessness.

As someone said of Humphrey Bogart: "He looks at an enemy as though he means it, and when he looks at a woman he looks as though he means that, as well."

None of the traditional ingredients is omitted: the cheeky pre-credit sequence, spectacular enough for any other movie's big finish, the scenes at HQ, with M stating the mission and Q ("Now pay attention. Double-Oh Seven") doling out the exploding

Screen Scene

biros, the luscious lovelies, sweet and sour, the villains despatched to the accompaniment of a brisk one-liner.

All in all, it seems a good bet that Bond will still be around to combat the perils of the new millennium.

A general rule in movie-watching: if a character is alleged to have died violently but the movie makers neglect to show you the bullet-riddled corpse, be prepared for the character's dramatic reappearance about two-thirds of the way through the picture.

The weary old ploy is to be found in *GoldenEye* and it crops up again in *Assassins*, the new

Sylvester Stallone movie, which is the RNFC's other 16mm release this month.

This is the tale of two hit-men, a nice sad one (Stallone), who's supposed to be the best, and a nasty, hyperactive one (Antonio Banderas), who aims to replace him.

So it's Italy v Spain for the title No 1 with a Bullet and, needless to say, this is no film for supporting players: passing beat cops, next-door neighbours, taxi divers - all are skittled out of the frame almost as soon as they enter it, by the virtually constant hail of small arms fire.

Stallone as the killer with the heart of gold tends to his image by combining bulging biceps with a soulful, reproachful gaze. Banderas, as his manic rival ought, at the very least, to try switching to decaffeinated coffee.

- Bob Baker

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Reunions

MARCH

RNCA The Royal Naval Communications Association will hold their third AGM in the senior rates mess, HMS President, at 1400 on March 9. Serving and ex-serving communicators should contact Sam MacFarlane on 01634 684817 for details.

LCA 524 Flotilla serving on Empire Arquebus at Normandy, D-Day 1944, previously LCA 60th on SS Duchess of Bedford and LCA 10th on HMS Princess Astrid. Members wishing to attend the second reunion on March 15 at HQS Wellington should contact Reg Hodgson, Lowgrave, Knowl Hill Common, Reading RG10 9YD. Tel 01628 822512.

Undine/Urchin Association reunion, March 22-25 at Butlins Grand Hotel, Llandudno. Many new faces are attending, if you are interested contact Stan De'Ath Tel 01476 860833.

HMS Whitesand Bay Association hold their 8th reunion at the Royal Sailor's Home Club, Portsmouth on March 23. For details contact Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD Tel 01442 63405.

Grapple 25th reunion for officers who served on Christmas Island, the RAF Club, 128 Piccadilly, London, March 23. For details contact Mr DM Brockett, Basil St Hotel, Knightsbridge, London SW3 1AH.

HMS Wren Atlantic, Russian convoys, D-Day operations in the West Channel, Persian Gulf. The 3rd reunion will be held March 23-24. Would officers and men not already in touch please contact Ron Young on 01373 822619.

Sussex Naval Reserves Association invites all those who belonged to HMS

Sussex RNR, Hove, Sussex, to a reunion on March 30 at the TA Centre, Dyke Rd, Hove, from 1930. Entry is by invitation only. Please contact JJ Black Esq, 3 Trowlock Way, Teddington, Middlesex TW11 9QZ.

APRIL

Fast Minelayers Association The SE Branch meet at 12 noon on April 2 at the British Legion Club, Braganza St, Kennington, London. Contact Ray Moore, 89 Watling Rd, Norwich NR7 9TG. Tel 01603 437652.

HMS Vindex The third annual reunion lunch will be held at the Union Jack Club, Waterloo, London, 1100 to 1600 April 24. For details please send a SAE to Chris Ty, 5 Begonia Ave, Gillingham, Kent Tel 01634 232884.

HMS Kenya Association holds a reunion in Plymouth, April 12-13. Any ex-Kenya from 1940-62 will be more than welcome. Please contact Bill Boardman. Tel 0151 487 0093 as soon as possible.

HMS Charybdis and HMS Limbourne, lost October 23 1943. The Charybdis Association holds its AGM and gala dinner at the Apollo Hotel, Birmingham on April 13. Details from Mr Neil Wood, The Fingerpost, Cleobury Rd, Far Forest, Kidderminster DY14 9TA Tel 01299 266048.

HMS Burnham Association 1940-44 holds its 16th reunion at Burnham-on-Sea April 19-21. For details contact Sam Langford, 50 Drew Gardens, Greenford, Middlesex UB6 7QG. Tel 0181 902 9001.

HMS Leander reunion, April 20, at the Royal Fleet Club, Morice Square, Devonport, Plymouth. For details, contact Danny Neve, 25a Haddington Rd, Stoke, Plymouth PL2 1RR. Tel 01752 562973.

Military ball and reunion, April 20, at the Oakley Centre, West Street, Crewe. Brass bands, grand muster of colours and standards, five hours of entertainment. All proceeds to Service charities. For details, contact J Davis, 6 Mayor Court, Crewe CW1 3BL. Tel 01270 257092.

RNR Postal branch, third reunion and dinner, April 20 at the Wellbeck Hotel, Blackpool. For details, contact David Dennis, 1 Croft Rise, Menston Ilkley, West Yorkshire LS25 6LU. Tel 01943 875608.

HMS Decoy 1967-71 A reunion will be held at the Sandringham Hotel, Southsea, April 26-27. For details contact D H Braithwaite, 9 Moorland Drive, Birkenshaw, Bradford BD11 2BU Tel 01274 684799.

HMS Consort Association A reunion will be held at Devonport April 26-28. Details from John Brewer, 31 Legion Walk, Plymouth PL6 7DE Tel 01752 783064.

HMS Highlander A reunion will be held at the Claremont Hotel, 324/326 Hagley St, Birmingham, April 26-28. Any survivors of HMS Lancastria rescued by Highlander will be warmly welcomed. Contact Ken Chaplin, 15 Great Eastern Rd, Hockley, Essex SS5 4BX. Tel 01702 202725.

HMS Lance (G87) A reunion will be held at the Civil Service Club, Great Scotland Yard, London, on April 27. All ex-Lancers welcome. Contact J Bennett, 111 King Charles Rd, Surbiton 0181 399 0996.

RN DEMS Association The Southern branch holds its 12th reunion at the RNA Club, Hanworth, Middlesex, on April 27. Details from Charles Collis, 2 Neil Close, Ashford, Middlesex TW15 1NT. Tel 01784 258268.

HMS Comus comrades reunion in York, May 12. Details from Chairman/Secretary Mr D Towney-Jones Tel 01705 464800 or Treasurer G Harper on 01302 708135.

HMS Opportune 1942-45 A reunion will be held May 13-16 at the Stretton Hotel, Blackpool. For details please send a SAE to Len Phillips, 8 Redgate, The Pippins, Northwich, Cheshire CW8 4TG. Tel 01606 79880.

CINCLIBERLANT 1992-95 A reunion at a caravan park is planned for May 17-19 for families and singles. Replies urgently required so that accommodation can be booked. Contact Andy Hunstone on 01705 798412 or Steve Penberthy on 01705 59156.

TS Exmouth/LNTS Association The third reunion will be held May 18-19 at Lydney. Details from John Goddard, 88 Rareridge Lane, Bishop's Waltham, Southampton SO32 1DX. Tel 01489 894826.

The Sherborne RNA Hospital reunion and buffet lunch will be held at The Crown Inn, Greenhill, Sherborne, on April 27 from 1230. All staff and former patients very welcome. For tickets please send a SAE and a cheque for £9.75 to Mrs D Scholefield, The Bungalow, Watling St, Hockliffe, Leighton Buzzard, Bedfordshire LU7 9NF. Tel 01525 210867.

MAY

HMS Khedive (D62) A reunion will be held in May. Ship's company, air staff, 899 Squadron (1944) 808 Squadron (1945) all ranks. Details from Peter Embleton Tel 01924 400208.

HMS Tenby Association (J34 and F65) The next lamp swinging contest will be held May 3-5 at the Trecarn Hotel, Babacombe, Torquay, Devon. Details from Phil Rowe on 0161 7477325.

HMS Duke of York mini reunion weekend in Blackpool, May 3-5. Contact Mr R Draper, Rose Cottage, 103 Orchard Park, Elton, Chester CH2 4NQ. Tel 01288 725175.

National Standard Bearers competition and reunion weekend, May 10-12, at Bridlington. For details contact Mike Cooper, No 11 Area RNA, on 01274 632986.

HMS Comus comrades reunion in York, May 12. Details from Chairman/Secretary Mr D Towney-Jones Tel 01705 464800 or Treasurer G Harper on 01302 708135.

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JUNE

RN Radar Branch The PRI Association plans a reunion in June/July open to all serving and ex-serving officers and senior rates of the radar branch. For information, contact CPWREN Liz McMurtrie, PRI Association, HMS Dryad, Southwick, Hants PO17 6EJ. Tel 01705 284280.

RAF Leuchars (829 Squadron) A reunion is to be held in June in the Yeovil area. For details send a SAE to CPO Mumford or LAEM Black at HMS Heron, Ilchester, Somerset BA22 8HT.

Gunnery Instructors Association The reunion dinner will be held in Fernhill Hall, Fareham, June 1. For details, contact Adi Chambers, 28 Montague Rd, North End, Portsmouth PO2 0NF. Tel 01705 645420.

HMS St Vincent - Blake 104 (June 6, 1946 entry) A reunion is planned for June 4. For details contact Alan Dobson, 5 Anne Mount, 44 Madeley Rd, London W5 2LU. Tel 0181 997 6495 or e-mail 100564.1027@compuserve.com.

RNAS Culdrose celebrates its diamond jubilee on June 6 and 7. Ex-Squadron members who would like details of events should contact Lt Cdr Neil Tonkin, RNAS Culdrose, Helston, Cornwall TR12 7HR.

88 (PR) NAS, Ceylon 1941-46 The second reunion weekend will be held at the Cedars Hotel, Loughborough, Leicestershire June 7-9. For details, contact Joe Kelly on 01902 822612, Norman Perriman on 01934 820553, Maurice Smith on 01472 816440 or write to 28 Ashwood Drive, Humberside, Grimsby DN36 4TX.

HM Rescue Tugs Veterans Association (T124) hold the fifth reunion at Fleetwood, June 7-9. For more information contact L Sutton on 01482 212996 or J Williams on 01482 508984.

HMS Diadem Association A reunion is planned for June 8 at The Queens Hotel, Southsea. Any old shipmates who are not members of the association are asked to

contact Peter Burnand, 17 Greystone Ave, Bognor Regis, West Sussex PO21 5EA. Tel 01243 864680.

Bridlington The Combined Ex Services Association of Bridlington hold their annual conference and reunion weekend June 14-16. Tickets are £6.50. Contact the ticket secretary, 17 Hustler Rd, Bridlington YO16 5RN.

Portsmouth Command Field Guns Crew annual reunion will be held in HMS Excellent, Whale Island, Portsmouth, on June 22. Full details from Peter Ruddick,



PICTURE PUZZLE

THE WINNER of the Navy News Mystery Picture competition No. 11 which appeared in our January issue is Mr B Elliott of Blyth, Northumberland.

His entry was drawn at random from replies which named the photograph as that of the cruiser Achilles which served in the Royal Navy, as a New Zealand ship, and then with the Indian navy as the Delhi. She was finally paid off and scrapped in 1978. Mr Elliott receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Tell us:

1. The name of the ship
2. The significance of the sail

Complete the coupon below and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers

to the questions will go into a prize draw to establish a single winner. Closing date for entries is April 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our May edition. The competition is not open to Navy News employees or their families.

The name of the ship is.....

The significance of the sails is.....

MYSTERY PICTURE 13

Name.....

Address.....

.....

OCTOBER

1st Destroyer Flotilla (1942-45) This association was formed in the 1970s for the Hunt destroyers based in Portsmouth. For some years now it has included those who served in all 86 ships of the class. An October reunion is held in Portsmouth each year. For details, contact John Goulder, 155 Leicester Rd, Glen Parva, Leicester LE2 9HP. Tel 0116 277 5165.

HMS Sheba, Aden Did you serve in HMS Sheba during World War II? If you would like to meet up again please contact ex LSIG Gordon Pinfield, 7 Fairways, Medomsley Rd, Consett, Co Durham Tel 01207 503617.

HMS Impregnable 1947-48 St Budeaux, Plymouth. Peter Moss, John Oates, Frank McCullough and Mick Coe plus twenty other boy seamen are looking for the "Rest of the Best" to form an association and have a reunion 50 years on. Contact P Moss, Lane End, Strait Lane, Huish, BS17 OHF. Tel 01423 734875.

LEM(A) Dennis Buckley, from RNAS Lossiemouth, possibly lived in Arbroath, originally from Nottingham. LREM (A) Gerry Satch Hutson (later Chief) would like to hear from you. 33 Mapletree Ave, Horndean, Waterlooville, Hants PO8 9BN. Tel 01705 722433.

PWTR TE McCauley PMX 55451, ex HMS Prince of Wales or Repulse ex HMAS Kuttabul sunk during Japanese mini-sub raid in Sydney Harbour, May 31, 1943. Ex Writer Kitch Smith would like to hear from you. 132 Pittwater Rd, Manly, Sydney 2095, Australia.

Stoker Fire Fighters 1943-44 If you served in the Stokers FF at Hornet, Fieldfare or RNAS Evanson (NE Scotland), please contact former LDG STO Syd Farrow, 23 Bower Farm Rd, Old Whittington, Chesterfield, Derbyshire S41 9PR. Tel 01246 453214.

Melton Mowbray RNA are seeking new members. They meet on the first Thursday of each month. For details contact Eric Morris Tel 01283 733722.

POWTR TE McCauley PMX 55451, ex HMS Prince of Wales or Repulse ex HMAS Kuttabul sunk during Japanese mini-sub raid in Sydney Harbour, May 31, 1943. Ex Writer Kitch Smith would like to hear from you. 132 Pittwater Rd, Manly, Sydney 2095, Australia.

HMS Fal / HMS Northumberland Do you remember Fal's three-day visit to St

Helena, June 1946? Ex AB W Durrant would like to hear from you or from the current HMS Northumberland who visited the island in January on her way to the South Atlantic -- what is it like now? Please write to 13 Takley Close, Waltham Abbey, Essex EN9 1HQ.

HMS Sheba, Aden Did you serve in HMS Sheba during World War II? If you would like to meet up again please contact ex LSIG Gordon Pinfield, 7 Fairways, Medomsley Rd, Consett, Co Durham Tel 01207 503617.

HMS Londonderry 1960-62 Ship's photographer PO Barry Mills would like to hear from him. Tel 0121 742 2111.

HMS St Kitts 15 Mess 1950-52 Where are you Nick Carter, Jock Ferguson, Mick Dudding, Bob Gates, Roy Galley and all the rest? Please contact PJ Anscombe, 64 Dumpton Park Drive, Ramsgate, Kent CT11 8AP. Tel 01234 594793.

1st, 3rd, 4th and 17th Escort Groups including HM ships Affleck, Ascension, Capel, Cooke, Cranstoun, Dommett, Hoste, Garlies and Moorsom. An escort group association has been formed. If you would like details of the next reunion in Blackpool, November 18-21, contact Harry Rawson, Northlea, Bishopswood, Nr Chard, Somerset TA20 3RS. Tel 01460 234583.

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Pompey club set for 50th birthday

RUNNING costs did not worry a group of sailors when they got together almost 50 years ago to form what is now the RNA Club at Lake Road, Portsmouth, with a membership of 224.

One of the founders, Shipmate Charles Reynard, recalls that with just 30 members and borrowed furniture, the club was opened in Pitt Street under the title of the Royal Naval Old Comrades Association.

The club premises had once housed PT instructors, and permission to use their quarters was obtained by the RNOCA president, Lt Cdr Panting.

Admiral Fraser

Months of hard work followed to convert the quarters. When that was complete furniture was borrowed from HMS Vernon to set up a bar.

The club was officially opened in 1948 by no less a figure than Admiral Sir Bruce Fraser, and quickly became a popular centre for post-war sailors. Many social events were organised, including children's parties and darts matches.

Shipmate Reynard, who during the war served in destroyers escorting convoys to Russia and Malta, remembers that running costs were met by taking out units costing two shillings and sixpence (equivalent to 12.5p), with members paying an annual subscription of four shillings (20p).

Will Easton's worst moment came in the cruiser Devonshire

HOW I ESCAPED TURRET INFERNO

SALTASH BRANCH member Will Easton (90) is among the few people alive who experienced one of the worst accidents on board a Royal Navy ship between the wars.

Having joined the Navy in 1923, he was a supply assistant on board the County-class cruiser HMS Devonshire in the late 1920s, when she was a new ship and on duty in the eastern Mediterranean.

On July 26, 1929 the Devonshire was engaging in gunnery practice, and Will was

Tales of the Sea

in the cordite handling room deep below an after 8in gun turret.

Suddenly there was a terrific explosion which killed an officer and 11 men outright, wounded 13 and blew the turret roof high into the air.

He told *Navy News*: "We became rather worried when fragments of burning cordite came tumbling down to us, and we were soon surrounded by it."

"We all knew what had happened to the men in the cordite room of HMS Lion (Beatty's flagship) at Jutland in a similar situation - to save the ship from blowing up the order was given to flood the compartment.

The cruiser HMS Devonshire between the wars ... her turret explosion killed 17. And (Inset) Will Easton photographed in Mombasa in 1944.



ment. All were drowned. We were next to the magazine.

"However, the one-ton hatch, which was screwed down from the outside, was eventually opened and we were released. We were lucky!"

They were suffering from shock and cordite inhalation - which in some cases at Jutland had proved fatal. To counteract the ill-effects they were kept on the upper deck for five days, with food being brought up to them.

Of the injured, five men died, bringing the total death toll to 17.

"We buried 16 of our shipmates at the Aegean port of Volos in Greece," recalled Will. "But first we had to buy a plot of land and build a low wall around our comrades' graves."

He went on to serve in the Navy until the mid-Fifties, retiring as a Commissioned Stores Officer. During his career he served on board for the commissioning of 24 ships - battleships, cruisers, destroy-

ers, netlayers and fishery protection sloops.

He played soccer in the Navy and during the latter part of his service managed soccer teams for various ships and establishments.

● If you are an RNA member who has an unusual story about your past service, the Editor would be pleased to consider it for publication. Write, through your branch secretary or PRO, to "Tales of the Sea", *Navy News*, HMS Nelson, Portsmouth, PO1 3HH.

Get affiliated – and grow!



Getting together ... Members of Atherton branch take a tot or two with members of the crew of their affiliated submarine, HMS Sceptre.

Association chaplain. He served Huddersfield and Denby Dale branches for ten years before joining Wakefield.

Branch News

Glasgow

The branch will hold its inaugural meeting at 1930 on March 21 at the Cameronian Rifle Club, 9 Holyrood Crescent, Kelvin Bridge.

All recruits are welcome. Contact Shipmate Donald Simpson on 0131 332 2871.

Weymouth

There is no truth in the rumour that the branch has resorted to holding their meetings in a pub.

The RNA club and branch are very much up and running at 25-27 Park Street where a welcome is extended to new recruits.

MORE THAN A STANDARD DO

THE NATIONAL standard bearers competition and reunion weekend at Bridlington on May 10-12 promises to be an occasion not to be missed.

To ensure its success the local authority is helping to fund the event, organised by No. 11 Area.

As well as the competition, the programme offers coach trips, a social and a dance, a church service and parade, free parking, free entry to

Leisure World and a discount card for shops and restaurants.

Those who wish to attend or parade their standards should contact Shipmate Mike Cooper, No. 11 Area secretary (tel. 01274 632986) or Bill Lee, Bradford branch PRO (tel. 01274 670027).

HMS CATO



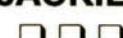
Researcher seeks information from anyone serving on **HMS CATO**

between

DECEMBER 1943 & JULY 1944

in particular from anyone who served with Stoker

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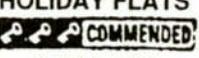
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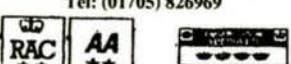
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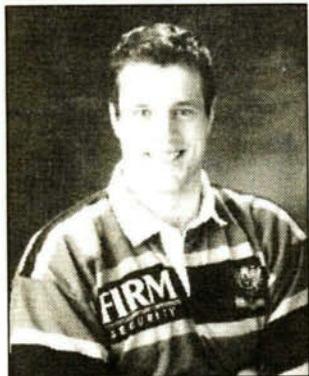
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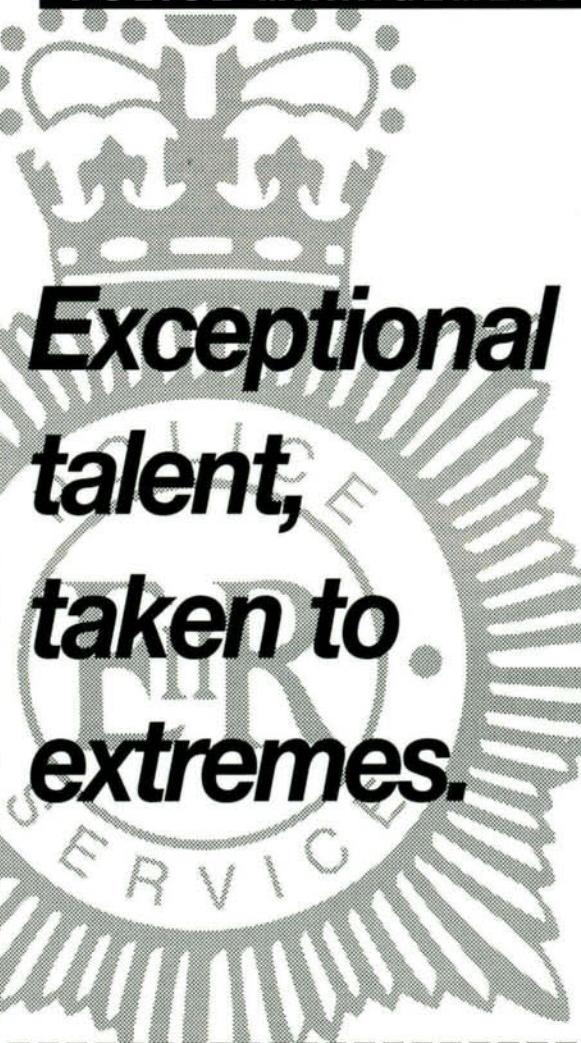
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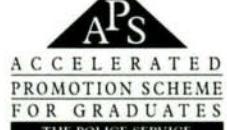
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MENAS – the loner that lights the Gulf

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The Middle East Navigation Aids Service (MENAS) works to ensure ships' safe passage through one of the busiest waterways in the world and is accepted by all the coastal Gulf states except Iran.

Apart from the narrow deep water channels, which at their deepest are only 40-50 fathoms, between vast areas of shoals much of the Southern Gulf has depths of up to only 20 fathoms. Even the earliest records, dating from several hundred years BC, make mention of navigation aids.

MENAS, as the present day successor to these ancient mariners, can trace its antecedents to just before World War I when the Royal Navy changed from coal to oil burning ships. This increased traffic considerably and a formal system of navigation aids was introduced.

At that time the Indian Government took control, vesting the collection of dues in the Basrah Port Directorate who were also given responsibility for maintaining the 'lights'.

This continued until 1948, when political changes throughout the Gulf and India brought a period when the British Government reluctantly assumed control – but in 1949 the BPD gave three years' notice of their intention to cease their involvement.

Following a suggestion from the Anglo Iranian Oil Company, a non-profit making company,

the Persian Gulf Lighting Service, was formed and in January 1950 took over all the assets of the existing service. MENAS, as it is now known, was born and established a base in Bahrain.

As directors, representatives of major shipping compa-

MENAS is now developing a differential global positioning system to ensure the most up to date aids are provided. It is increasing its activities as International Maritime Organisation sub co-ordinator for Area IX, which involves administering a system of notices to mariners and radio navigation warnings to shipping.

The Service is unique among lighthouse authorities because it has no national sponsor and as such is only an associate member of the International Association of Lighthouse Authorities.

It is also unusual in that it manufactures the gas it uses to power many of its lights.

MENAS is run by four staff at its London office and 86 in Bahrain, while the Relume has a crew of 33. Bahrain operations are managed by Captain Andrew Ritchie, who retired as Captain of HMS Dryad at the end of last year.

In 1954 MENAS provided 50 navigational aids. Now it has nearly 500, including light buoys, lightfloats, light beacons, radar beacons, a Decca chain of four stations in the southern Gulf and a manned lighthouse with a radio beacon on Quoin Island.

As well as providing physical aids to navigation, through a mixture of secondments and cadetships it regularly trains junior officers of the Royal Navy. Similar secondments are accorded to officers from Gulf States navies with longer cadetships for Bahrain Harbour and Ports Merchant Navy Officers.



● Capt Andrew Ritchie

nies in the Gulf were appointed, plus two from the Board of Trade, who fell away after the company was fully established.

A new light tender ship, the Relume, became fully operational in 1954, 1972 saw the modernisation of the two Decca Chains and the station buildings and in 1978 a new vessel was completed, also called Relume, which is still in service.



● MV Relume, the MENAS light tender ship at Quoin Island, Oman.

'A UNIQUE INFLUENCE ON THE WORLD STAGE'

● From 'First's Report', a personal video message by the First Sea Lord Admiral Sir Jock Slater, recorded in February and released to the Navy this month.

IF THERE is one disadvantage of being First Sea Lord, it's one you'll hear from most of us in Whitehall – that I don't spend as much time at the front line as I would like. So, during my term I am determined to keep my finger on the pulse, hear your views and concerns, and keep you as well informed as I possibly can.

With more than 90 per cent of our trade coming and going by sea, Britain is still a maritime nation – and as I constantly remind people, needs the Royal Navy as much as ever.

Meanwhile, despite the extra security we can all feel since the end of the Cold War, the strategic situation remains cloudy and unsettled. We are already busier than ever, and no-one knows where we may be called upon next.

And all of this is taking place against a backdrop of reduced budgets, leaner manning and gapping.

In the Gulf, the Armilla patrol has now moved into its 15th year, and this is likely to continue as long as the UK remains dependent upon oil from the region.

During the past three years, we have been more or less constantly at work in the Adriatic.

We have passed major milestones. There was the first Trident patrol by HMS Vanguard and, even more recently, HMS Victorious has taken the Navy's first sub-strategic missiles to sea.

As usual, the West Indies guard ship has been very busy, helping in the aftermath of Hurricane Luis and with the threatened eruption of a volcano in Montserrat. And on the narcotics front, HMS Brave seized drugs worth more than £110m at street level in her first two weeks on patrol.

With these current commitments – and who knows what other commitments we may have to face tomorrow? – it is vital that the strength of the front line is preserved.

This makes our policy of "front line first" so important – to give you the equipment you need to provide our three core capabilities:

- The sea control and power projection which comes from carrier borne air power.

- The ability to project power ashore with amphibious forces.

- The potent hidden power of our nuclear submarine force.

Although the escort fleet is smaller, the ships we have are modern and of impressive quality. It is a similar story with minor war vessels and the ships of the Royal Fleet Auxiliary, all of which are supported by the hard work of Naval Support Command – 80 per cent civilian manned and managing to keep the Navy at work in the face of a major period of fundamental change in their own organisation.

People generally are unaware of how much the Navy does for the country and just how hard we work. In fact, I know that many of you have been working extremely hard under tough conditions.

Regrettably, we have been forced to breach the harmony guidelines, and I am aware that some of you have spent less time at

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home than you or I would like.

The fact is, the Navy is fully tasked. In 1991 there were five destroyers or frigates available for each task. Today, it is just three.

That said, I would much rather the Navy is seen to be under pressure than under employed.

There are, of course, fewer people to fulfil our tasks – just over 48,000 now. This means that more is expected of every one of you.

Gapping is a key concern, and we have stepped up recruiting to attract the additional people we need.

However, I am pleased with the speed at which the Second Sea Lord's personnel and training department has merged with the Naval Home Command and the Recruiting and Training Agency is an exciting flagship for the Government's partnership programme with industry.

Of course, we have to be very careful that our proper concern for increased efficiency and economy in peacetime does not compromise our ability to deliver in war.



● Admiral Slater with members of the Gibraltar Squadron, enjoying his first experience of a P2000 patrol craft. With him off the Rock in HMS Trumpeter are (left to right) Lt Cdr David Bryant (COGS); Maj Gen Simon Pack (CBF Gibraltar); Lt Dick Morris (CO, HMS Trumpeter); Capt Jamie Miller (Naval Assistant); AB Keith McIlraith; and PO Ashley Watson.



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We are also buying a batch of the formidably accurate Tomahawk land attack missiles for deployment in our nuclear submarines.

Meanwhile, our new helicopter carrier HMS Ocean will soon begin fitting out.

With the formation of the Permanent Joint Headquarters at Northwood and the Joint Rapid Deployment Force, maritime

forces are a key element in joint operations.

While we continue to digest and implement the recommendations of our various reviews, our planners are already at work on the Navy for the next century.

Adapting to the new international circumstances has brought with it turbulence and uncertainty. We have had to change to keep pace and much of that change has been for the better.

One of the certainties to emerge is the continuing need for a premier league maritime force and, as such, we have a unique influence on the world stage.

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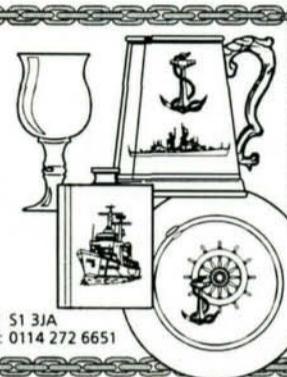
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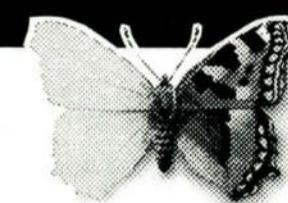
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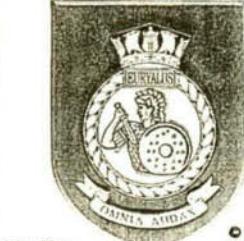
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Warminster School is a registered charity providing education for boys and girls

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*Further information and prospectus from the Headmaster's Secretary WEST HILL PARK SCHOOL, TITCHFIELD, FAREHAM, PO14 4BS
Tel: 01329 842356*

(Reg. Charity 307343 exists to educate children)



SOCCE TEAM AND RIDER SINGLED OUT FOR AWARDS

THIS YEAR'S top Navy sports awards have gone to equestrian LWren Jane Willens and to the Royal Navy football team.

Having joined the Service in 1978, Jane, now serving at FONA HQ, Yeovil, first competed at Navy level in showjumping and eventing the following year. Since then she has been a pivotal member of the team, progressing to become showjumping manager.

A high point of Jane's career was last season's Rhine Army Summer Show, when, on a borrowed horse, she won the Victor Lugarden Trophy as best combined training and showjumping competitor. It was first time the honour had gone to the Navy.

Jane's has lent her horsebox and other equipment freely, and allowed others to borrow her horse. She is also generous in her encouragement of new riders.

"She is an inspiration to those around her," said her NATO Cup citation.

In their citation for the RN and RM Sports Control Board Cup, the Navy football team's consistent excellence - three Inter-Services Championships in five years - is highlighted.

The skill of the team was also evident in the two intervening years when it was finalist and then winner of the prestigious South West Counties Cup, in which 12 counties compete.

Exceptionally strong team spirit has flourished under the leadership of coach WO Tommy Johnson, and his loyalty (200 RN appearances) is praised, along with that of CSgt Tiv Lowe (150), CPO Steve Johnson (150) and PO Steve Riley (100).

The example of these players, their experience and their willingness to help the younger members of the team did much to ensure cohesiveness. Nevertheless, the dominance of Inter-Services football was very much a team effort reflecting a strong will-to-win in all the players.

"Throughout the season, the team's conduct on the field was exemplary and the sportsmanship displayed was the subject of frequent very favourable comments. Off the pitch, the team were also excellent ambassadors for the RN," the citation stated.

HMS DAEDELUS won this year's Portsmouth Area Volunteer Cadet Corps netball tournament, fiercely contested by half a dozen sides at HMS Dryad. The team from Collingwood were runners-up by a single point. Capt John Lippiett, Captain of HMS Dryad, presented the trophies.

PLACE IN FINAL ASSURED

IN THEIR second match of the SW Counties football championship, the Navy were keen to build on the success at Gwent, and in an entertaining game beat Wiltshire 6-3, writes Lt Cdr Jim Danks.

LMEM Peter Gamble (Southampton) opened the scoring in the seventh minute, heading home a corner taken by Dolphin's LPT Paul Willets. Wiltshire equalised, but POPT Steve Riley (DNPTS) then restored the lead with a shot from close range after the Wiltshire defenders failed to clear AEM Craig Robinson's (Heron) corner.

Pressure

The county side kept up the pressure, but CPOWEA Steve Johnson (Sheffield) scored to make it 3-1. The deficit was reduced to a single goal five minutes later after the Navy conceded

Club bowled over



Mr Mike Stocks, of Navy cricket sponsor, Bull, looks on as Vice Admiral John Dunt (RNCC president) accepts a further boost for the club from Mr Mike Scott, of Sportsmatch.

NAVY REIGNS SUPREME IN CANOE POLO

WHEN the RAF Cranwell pool sprang a leak - or some such problem - shortly before the Inter Service Canoe Polo Championships were due to be held there, the venue was switched to HMS Cochrane instead.

Lt Brian Mountjoy stepped in as organiser and had the satisfaction of seeing both Navy men's teams reach the semi-finals and Navy A win emphatically overall.

This year, the sixth the competition had been held, included a ladies' event for the first time. It wasn't very well supported, but it is hoped it will come into its own at the next championship, to be held at Devizes.

Opportunities

RN B reached their semi-final against RN A having been their only opponents to score against them throughout the tournament. But RN A gave them few opportunities in the semi-final and won it 6-1.

In the other semi-final Army A beat RAF A 1-0. RN A carried out a clinical destruction of Army A in the final, winning it 9-0. In the ladies' final the Army beat the RAF 7-0.

The Navy A team comprised LWEM(R) Ally Ram-

say (Neptune), Mne Ernie Rosenquest (Neptune), LAEA Gus Gusterson (Daedalus), Mne Dougi McDonald (RM Arbroath), and Cpl Nick Redshaw (RM Stonehouse).

Canoe polo is usually played in swimming pools between teams of five players. Goals are scored by throwing a football - or flicking it with a paddle - into a 1.5m x 1m metal-framed goal, hung 2m above the water. Players wear helmets with wire visors and padded buoyancy aids for protection. It is not a game for the faint hearted!

Forthcoming fixtures include: May 18, RN canoe polo championships at HMS Raleigh; June 29, Inter-Service championships at Devizes; July 6, Hull Open International; July 27-28, Combined Services team to play in the regional championships.

• Anyone interested in the sport should contact Lt Brian Mountjoy on HMS Neptune ext 6412 or LWEM(R) Ally Ramsay on HMS Neptune ext 4070 or 4458.

the RN achieved a very important victory over Cornwall in the SWCC by 1-0.

Twenty minutes into the game Steve O'Neil took a corner on the left, which the goalkeeper punched clear. It fell to Steve Riley, whose left foot volley from the edge of the area flew past three defenders on the line. Cornwall had the chance to level the scores in the second half when they were awarded a penalty for an alleged push in the area, but Andy Meeds brilliantly saved the resulting spot kick, diving to his left.

The Navy held out to earn their first victory against Cornwall in four seasons, and go to the top of their group in the SWCC.

Rewarded

Consistent pressure from the Prison Service in the first half of their match against the Navy at Newbold Revel was rewarded with a goal just before half time.

Two fine chances to increase that lead early in the second half were denied by OM Ian Thompson (Neptune), making his debut in the Navy goal. The Navy rallied with two goals in as many minutes, courtesy of Johnson and Haigh, to win the match 2-1.

On a bitter cold afternoon

of the SW Counties competition. A win would secure them a place in the final with a game to spare - and win it they did, 3-2.

Man of the match O'Neil caused the Somerset defence constant problems with his strong runs into their penalty area. It was no surprise when he was brought down in the 20th minute. Steve Riley converted the penalty awarded.

Ragged

Somerset upped the tempo and under the non-stop pressure the Navy defence became increasingly ragged and conceded the equaliser in the 43rd minute.

Somerset were clearly still on top as the second half began and it was against the run of play when the Navy went ahead; Russ Wilson finishing off one of the RN's few attacking moves with a low drive from close range.

Confidence restored, the Navy played their best football of the

NAVY Cricket has been granted £2,500 by Sportsmatch, a body funded by the National Heritage Department, with a brief to foster cricket at grass roots level.

This money is in addition to the £6,000 the club receives each year for new equipment from Bull Information Systems.

And to cap it all, the RNCC has announced that Les Lenham, ex-Sussex county player, now regarded as one of the country's four top coaches, is to join up as coaching consultant.

CPO Paul Barsby, RN cricket captain, said Bull's generous and continuing support, the money from Sportsmatch and the new coaching consultancy combined to give the club a great boost.

Said Mr Lenham, "There's a great deal of cricketing talent within the Royal Navy and I am looking forward to adding what experience I can to the club. Many young men joining the Navy have played cricket to a high level at school and, indeed, county and even junior international level."

"Paul and I will be embarking on a tour to encourage both those talented players and others with little or no previous experience to join and actively participate in the club."



Something to crow about

HMS INVERNESS' football team gave an impressive performance to triumph over the much-favoured HMS Walney side in the Third Mine Countermeasures Squadron's Squadex sports event, held at RAF Macrahanish.

Commander MCM3, Cdr James Humphrys, presented the Squadron Cock Trophy to "Celtic daft" LCK Bernie Cresswell, captain of the winning team.



Portsmouth Command winning table tennis team - with competition organiser LPT Dick Treacy (left) and Capt. Charles Crawford (third left) are CPOWEA Pete Eggbeer, LPT Filo Beddoe, POWEM(R) Steve Reilly and CPOWEA Steve Berry.

Collingwood pip Nelson for Command team title

PORSCMOUTH Command table tennis championships took place at HMS Collingwood and although several Navy representative players were unable to attend there was a good turn out of both male and female players.

RN Women held their own inter-unit championship and HMS Sultan pipped the home side for first place. Dryad came third, followed by Daedalus, Nelson, Drake and Neptune.

In the men's team event Collingwood and Nelson battled for supremacy, with Collingwood emerging as overall winners by a single point. Sultan and Excellent were joint third and Dryad finished fifth.

The men's singles final saw top seed POWEM(R) Steve Reilly (current Navy No 1) defeat No 2 seed CPOWEA Taff Reha in straight sets. They met again in the doubles final. Reilly and partner CPOWEA Steve Berry narrowly defeated Reha and CPOWEA Pete Eggbeer in three sets.

Thanks go to Capt Charles Crawford for hosting the event and presenting the prizes and to LPT Dick Treacy for organising the competition.

The Inter-Command and Navy Championships will also take place at HMS Collingwood on March 9 and 10. Players of all standards are encouraged to attend. For further details contact LPT Dick Treacy (Collingwood ext 2233 / 2625) or CPO Taff Reha PNB ext 23646/25311.

INDOOR HOCKEY

IT WAS not to be the Senior Service's year at the Inter-Service Women's Indoor Hockey Tournament, despite the fact it was hosted by the Navy at HMS Collingwood. The Army won the event - having beaten the RN 6-3 and the RAF 1-0 on penalties - and Fit Lt Julie Parry RAF was named best player overall.

Three of the best



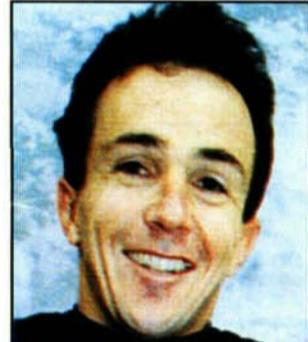
EX-ROYAL Marine Pete Goss (above) is to compete in the Vendee Globe Challenge, yachting's premier single-handed, non-stop round the world race.

When it sets off from Les Sables d'Olonne, France, on November 3, Pete will be sailing a 5.5 tonne, 50 footer, called *Aqua Quorum*.

The yacht, under construction in Plymouth, has been designed by Adrian Thompson and incorporates a revolutionary swing keel.

Pete, who honed his sailing skills during nine years in the Corps, believes the compact craft will be a match for larger boats in the race. His courage in taking on the world in so small a yacht has won him much support – plus £50,000 from the Foundation for Sport and the Arts.

With more than 200,000 sea miles – including one circumnavigation of the globe – behind him, Pete has earned many awards, including one from the RN Sailing Association, recognising his exemplary seamanship.



OF OVER 200 staff at the US Navy and Marines Corps Intelligence Training Centre in Dam Neck, Virginia, CPO(EW)(O) Gilly Gilchrist (above) has been named Junior (35 and under!) Athlete of the Year.

First non-US Serviceman to win the award, Gilly captained the NMTC golf team, completed the USMC Marathon (during which he raised \$1,000 for British and US paralysed ex-Service personnel), and won the base badminton competition, among other sporting achievements.

Summer will see him complete his two-and-a-half years as an operational intelligence instructor at Dam Neck and bound for sea service on board HMS Illustrious.



LPT Glenn Miller (above) has won the Tyrwhitt-Bettridge Trophy, awarded annually to the PT judged to have done most to further physical, recreational and adventurous training within his or her unit. Glenn was singled out for the full and varied training he has laid on for HMS London's "fitters and fannies" during her Adriatic deployment.

Sport



NA(METOC) Dave Ball hands off an American challenge.

Picture: AB Hennessey

Americans trounced in Malta

AFTER seven weeks at sea in the Adriatic theatre, HMS London made a port visit to Malta.

Football, hockey, cricket, tennis and golf matches were all eagerly played, but rugby proved the real eye-opener.

Opposition for the Type 22 frigate's XV was drawn from the 5,000-strong ship's company of

the USS America. The aircraft carrier was also on a routine visit to the island.

The Brits should have been completely walloped if numbers were taken into account – the carrier's ship's company equalled the population of three Maltese villages – but experience told and London won the game 44-3.

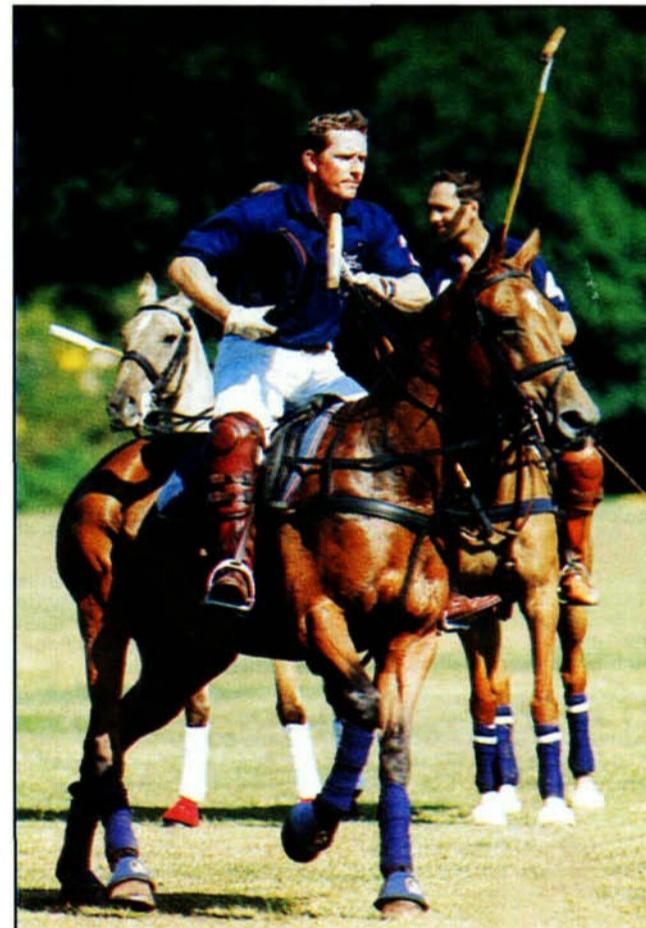
NEW STAND OPENED AT HMS DRAKE

A FOOTBALL match between HMS Drake and Britannia Royal Naval College was played under the new floodlights and viewed from the new stand at Drake's turf football pitch.

The new facilities, officially opened by Flag Officer Plymouth, Vice Admiral Sir Roy Newman, means Drake now has floodlighting and 120-seater stands at both turf and astroturf pitches.

The improvements, together with the new physical training and recreation centre, due to open in mid-October, will give the establishment and the South West the facilities needed to attract RN and other prestigious matches and sports events.

Meanwhile, the Drake v BRNC game, watched by members of the Devon Wednesday League committee, was won 2-0 by the home side.



Mounted Marine: LCpl Grenville Waddington turns out for the Royal Navy in the annual match against the Army, the Rundle Cup, played at Tidworth. The Navy won 8-4 in 1995.

Nationwide call to Navy motorcyclists

A RECOGNISED Naval sports club, the RN Motorcycle Club exists to promote the cause of safe motorcycling in the Service and provides a focus for motorbike enthusiasts wherever they may be serving.

Since 1980 the club has had its HQ at the Grange, HMS Sultan, but there are also branches at Rosyth, Faslane, Yeovilton, Culdrose and Plymouth.

Membership stands at around 200 – the majority being in the Portsmouth area – and includes serving and retired RN personnel and affiliated civilians, plus families.

The club is active throughout the year, even in the depths of winter, and publishes a bi-monthly newsletter. There are regular social events, including barbecues, skittles nights, quizzes and treasure hunts, and a Rider of the Year trophy is awarded.

RNMC is able to offer excellent rates on compulsory basic training and advanced training with its resident instructor, com-

petition racing, motocross and trials, club discounts and a wealth of experience.

Two major events are held each year – the Jack Tar Rally and the Round UK Tour. The former is usually held in July at Horsea Island and some 250 bikes take part.

Fund-raiser

The tour (in November) is a fund-raiser for the BBC's Children in Need Appeal. Over the past six years it has brought in £50,000 for the charity.

Club membership is growing with the resurgence of motorcycling as an alternative, efficient means of transport. Membership costs £10 a year. Contact the club on HMS Raleigh ext 41259/41264 (01752 811259) for details.



CPO(OPS)(S)(SM) Barry Bishop, a member of the Royal Navy Motorcycle Club, is currently racing speedway for Peterborough second team.

RECORD CROWD EXPECTED AT ARMY v NAVY

WITH JUST weeks left until the start of the Navy's defence of the Inter-Services Championship at Twickenham, ticket sales indicate that a record crowd will be there to cheer on the Dark Blue, writes **Cdr Jonathan Dingle**.

The Army-Navy match, which kicks off at 1500 on Saturday, March 30, at the Rugby Football Union's wonderful new stadium, attracted some 15,000 people last year. This year up to 25,000 are expected.

Coachloads

RNRU secretary and ticket sales supremo Lt Cdr Clive Lambshead, of HMS Temeraire, said, "It's fantastic! Everyone wants to be at the game. We have corporate hospitality, groups of schoolchildren, 50 or more coachloads from ships and establishments and thousands of ordinary rugby supporters."

Ticket prices help explain this – bought from the RNRU they cost just £10 for an adult, £5 for a

child under 18 and £20 for a family ticket for two adults and two children. These are for seats in the new East and West stands and compares with normal RFU prices of £28 for a ticket.

"The Navy's rugby is a good enough reason for going," said Clive. "The side has rarely played better and has had a string of exceptional performances and results in the build up.

"But more than that, the day offers an England Students match against the Combined Services Under 21s, marching bands, enormous social activity in the West car park and the AFFAS competition for the best lunchtime gathering."

● Anyone wanting tickets should ring Clive Lambshead on PNB 24193 (01705 724193).

Riders urged to give polo a chance. . .

PERSONNEL at all levels are encouraged to have a go at the exciting sport of polo.

A number of introductory courses have been held successfully over the past few years by the RN Polo Association and the next is to take place at Tidworth, Hampshire, from April 8 to April 12. Basic polo instruction and an insight into the rules and tactics of this complex contact sport will be given by an approved Hurstington Polo Association (HPA) coach.

Those completing the course will be able to participate in RN polo events throughout the season at Tidworth, home of Combined Services' polo, where players of all levels of expertise are catered for.

The course, open to RN personnel and dependants, is subsidised by the Combined Services Polo Association and costs £175 per person. External applicants would be charged £250.

Service accommodation can be made available and polo kit

Stabling

Some RN polo players use their own horses, others rely on the Navy's ponies, which are stabled at Tidworth Park.

The polo season runs from April to September and there are matches each week. Highlight of the season is the Rundle Cup, the annual Army-Navy match.

Personnel interested in the course or any other aspect of the sport should contact Lt Ian Annett, RNPA Secretary, Office of Flag Officer Surface Flotilla, 2-6 The Parade, HM Naval Base Portsmouth PO1 3NA. Telephone PNB ext 26526 or (BT) 01705 726526.

Two die in Harrier crash

TWO died when a Sea Harrier of 899 Sqn crashed in thick fog not far from Churchstanton, Somerset.

The pilot of the T-4 trainer from RNAS Yeovilton, Lt Cdr Mike Auckland, was killed with CPO Stephen Brookes while on a training flight.

Earlier, an FA2 Sea Harrier from HMS Illustrious crashed into the Adriatic while returning from an operational sortie over Bosnia.

The pilot ejected and was recovered uninjured by a Sea King helicopter from the ship, then 30 miles north-west of Bari in Italy.

An investigation is being held.

Jutland man dies days after 100th

JUTLAND centenarian Fred Pedelty has died, less than three weeks after *Navy News* reported his 100th birthday, which he celebrated on February 4.

Mr Pedelty was the last Jutland veteran who served in the seaplane carrier HMS Engadine during the battle. He died suddenly of a heart attack on February 18.

One of the youngest sailors to fight in the battle also died last month at the age of 94. Ernie Cross, an officer cadet in the battleship HMS Thunderer, joined the ship the night before she sailed to take part in the battle.

Later he served in HMS Cairo in the Gulf and on the China Station, before being invalided out of the Navy in 1921.

Wren killed on rail line

A WREN steward serving on board HMS Invincible was killed when she was hit by a train while on leave in the Isle of Wight.

WSTD Elizabeth Lancaster (25) died instantly on the railway line near Brading station at 9.15 pm on January 29. She was single and came from Sheffield.

SKILL REWARDS GIVEN GO-AHEAD

From front page

-clusions have been reached in several key areas and have been endorsed by Ministers.

Proposals which have been agreed following nine months of deliberation by Service study groups include:

- Development of a personnel strategy to be steered by top-level, tri-Service groups.

- A revised three-stage career for officers.

- A new job evaluation system to be introduced before the end of this year.

- Greater equity of treatment between married and single personnel in the case of allowances and charges – although practical details will have to await further study.

- The principle of a tri-Service agency to deliver pay. The arrangement could be in place by April next year.

Bett's proposals that the rates of PO, CPO and CCPO be merged will not be implemented. However, the rate of Ordinary Seaman will be combined with that of Able Seaman (AB), perhaps within the next two years.

Recognition of experience and levels of competence will be

RICHMOND



Enriched welcome

THREE Richmonds in Richmond – (l-r) the Mayor of Richmond, Virginia, Leonidas Young Jr; the Mayor of Richmond-upon-Thames, Bob Young; the Mayor of Richmond, Yorkshire, Katherine Carr; with the Commanding Officer of HMS Richmond, Cdr Andrew Underwood.

The picture was taken by PO(Phot) Dizzy de Silva when the Richmond arrived in London to accept formal adoption by the borough of Richmond which in 1992 donated a Mayor's Audit coin to be placed beneath her keel when it was laid.

The adoption ceremony included a parade including the Royal Marines Band of Flag Officer Portsmouth, Sea Cadets, and residents of the Royal Star and Garter Home for disabled ex-Servicemen.

Renown makes her exit

HMS Renown, has become Britain's third Polaris submarine to decommission, hauling down her White Ensign for the last time at Clyde Naval Base on February 24.

Renown will now join Resolution and Revenge at Rosyth for eventual disposal, leaving Repulse to continue until later this year.

Principal guests at the short decommissioning ceremony were Lord Healy and Lady Healy, who when her husband was Defence Secretary, launched the boat in 1967.

Fall sailor out of hospital

THE SAILOR who suffered spinal injuries when he fell 20ft after a mast manning display has left Stoke Mandeville Hospital, Buckinghamshire, in a wheelchair.

LS Paul (Tug) Wilson was paralysed from the waist down as a result of his injuries. He fell while descending a rope after standing at the top of the 90ft mast as the "button boy".

Invitation to Federation

TO MARK its fifth anniversary, the Federation of Naval Associations is inviting representatives of member and non-member associations to its annual meeting at the Nautical Club, Birmingham on April 13.

About 50 associations are members of the FNA. Contact Chris Wilkinson, Membership Secretary, Federation of Naval Associations, 45 Kinross Crescent, Great Barr, Birmingham, B43 7PU.

Navy News

MONTHLY QUIZ ENTRY FORM

CASH PRIZES TO BE WON!



A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News.

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month (March question shown here).

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

DO NOT SEND YOUR ENTRY IN YET!

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a

prize of £100 for the second name drawn and eight further consolation prizes of £25.

March '96 Question

What was the first of the Royal Navy's nuclear-powered ballistic missile submarines?

Write your answer here

NAME
ADDRESS
.....
POSTCODE
TEL. NO.

Keep this coupon in a safe place until you have collected all twelve
Judges decision will be final. No correspondence will be entered into. Employees or relatives of Navy News staff are ineligible for this quiz.

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